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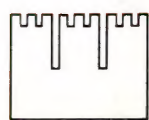
JOURNAL AND BUS REVIEW

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No 4



A bright smile to start the month from one of the British Coachways personality girls. She is promoting the new Ride Guide which gives timetables and prices for all 12 routes. News of the new express and commuter services is in Roundabout on page 3.

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Roundabout

National aims at 16-year coach chassis life

THE National Bus Company is looking to a 16-year chassis life for its coaches in future, with a rebodysing at the half-way stage. This is revealed in a new Vehicle Life Performance Specification for heavy duty vehicles—drawn up by the NBC under the direction of P. H. Wyke Smith, Director of Engineering and Technical Services.

The detailed document is the result of data compiled from NBC's Vehicle Maintenance Costing system and is described as a more pragmatic approach to what a bus and coach should do. It is a detailed specification of requirements written through the eyes of the manufacturers and "not too way out" to be practical.

Three major manufacturers have so far seen the document and made favourable comment. Based very much on cost of ownership covering initial outlay and operational costs over the life of the vehicle, it now recommends that double-deck bus life

be increased from 12 to 14 years and the Leyland National from 12 to 16 years. The complete design of chassis, body or complete vehicle should be suitable for a minimum life of 600,000 miles with a major overhaul at 300,000 miles before being sold out of NBC service.

Commenting on the document, Mr Wyke Smith said that the Bus Grant specification is a good base and should stay. The NBC specification could help the export market for manufacturers, although the government should be prepared to pay for any export orientated design of vehicles that was used on the home market. "We can now tell manufacturers *exactly* how their vehicles are performing. We are interested in increasing the prime cost if it is cheaper in the long run". He saw little extension to the policy of leasing rather than buying vehicles and felt that the heavy duty vehicle had proved best for NBC.

Commuter coaches fade

THE LONG AWAITED commuter coach services for London workers have so far generally failed to meet breakeven requirements and several have already been withdrawn.

Heyfordian's Brackley-Oxford-London service has been withdrawn as has Olsens' Ashford (Kent) service.

Ementons of Cranfield propose to persevere with their London commuter service until the end of February anyway. The Southend-Reading service has proved a disappointment to the joint municipal operators and Gastonia's service from Ewhurst, Cranleigh and Guildford has yet to prove viable.

A success story is provided, however, by Olsens commuter service from the Medway towns which now runs more than a dozen coaches to London each morning. This area is poorly served by rail.

A new commuter express was introduced on February 2 by Midland Red and will run between Kidderminster and Birmingham on Mondays to Fridays. Departures are at 8.25 am with a 5.40 pm return journey. Guaranteed seats can be booked in advance for up to four months at a time. The new Wendaway X94 commuter tickets entitle the holder to travel back from Birmingham on either the new X94 or the established X92 and X93 routes for no additional charge; it gives free weekend travel on any Wendaway bus to or from Kidderminster and costs £30 for every four weeks.

Taking a coach abroad

OPERATORS who have not taken parties or tours onto the mainland of Europe before will find a new booklet from the Department of Transport useful.

Called *Taking a Coach Abroad*, it outlines the arrangements for the licensing of international coach journeys and gives advice on going to Northern Ireland, the Isle of Man and the Channel Isles. Definitions of types of service are covered, along with other useful information.

Copies are available on sending an A5 sized stamped (11½p) addressed envelope to the Department of Transport, Room P2/071, 2 Marsham Street, London SW1P 3EB.

Facelift for Victoria

THE NATIONAL Bus Company has sold the freehold of the office block at Victoria Coach Station, London to BEST (Estates) Ltd, the property company of the Group's Pension Funds. The premises will be refurbished and a fifth floor added, the funding for which will be provided by the Pension Funds, and the premises leased back to NBC.

The building contract has been awarded to Trollope & Colls (City) Ltd, with project co-ordination under the control of Healey & Baker. Work has started, and is planned to be completed within 18 months.

New British Coachways services

SEVERAL new services have been introduced by British Coachways; these include a route linking Liverpool to both Glasgow and Edinburgh. The new daily services to Edinburgh from Birmingham, Bristol, Manchester, Liverpool and South Wales are proving to be popular and travellers from London to Edinburgh now have the benefit of a twice daily service.

Passengers from the East Midlands can now join coaches at Beeston, Melton Mowbray and Oakham while on the South Coast, Poole has been added. Bridgend and Newport are additional boarding points for the South Wales area. Those travelling to and from the West Country can now take advantage of the new West London pick-up at Hammersmith.

The British Coachways guide and timetable is simply laid out to make for easy reading and to help identify the network individual routes have been given a link name—for example, the *Thames Tyne Express* (London-Newcastle); *The Yorkshireman* (London-Bradford) and *The Mayflower* (London-Plymouth). The link between South Wales and Scotland is named *The Cymru Link* while London-Bristol services are known as *The Bristolian* and the routes to the North West from London are called *The Cityliner*.

New links with British Coachways routes have been started by the Shearings-Salopia group. There is now a daily Manchester Airport-Altrincham-Liverpool service costing £1 single and a weekend (Friday/Saturday), Chester, Whitchurch-Shrewsbury-Wellington-Wolverhampton-Birmingham service with single fares from £1—£2.

CPT Coaching Symposium programme

A FEW PLACES are still available at the time of writing for the full weekend programme of the CPT Coaching Symposium at the Dragonara Hotel, Leeds, on March 6-8. Members may, however, attend selected parts of the programme and the cost of each is given in the following details:—

Friday, March 6. ETB Workshop organised by the five Northern Regional Boards (over 50 stands); also a 'Communications presentation' (£2 including lunch).

Saturday, March 7. (9.15am—5.30pm). Papers and discussions on the Transport Act 1980; Marketing; Costing and Vehicle maintenance with a final open forum. (£15 including lunch, coffee and tea).

Sunday, March 8. A Trade Fair at Wallace Arnold's Gelderd Road Depot, Leeds. Twenty coaches and other exhibits will be on view (10am—4pm).

More changes at BL

MAJOR CHANGES in the organisation of British Leyland commercial vehicles group have been brought about by the resignation of the Chairman and Managing Director, David Abell. He left the company to become Chairman and Managing Director of Suter Electrical Ltd in which he is understood to have a substantial shareholding.

BL Commercial Vehicles is to be disbanded and a new holding company set up omitting the former BL Commercial Vehicles' subsidiaries Coventry Climax and Alvis. The new company will be known as the Leyland Group and will consist of Leyland Vehicles, Self-Changing Gears and BL's overseas truck interests.

Leyland Group's new Chairman is David Andrews, an executive Vice-Chairman of BL. Ron Hancock is returning from Australia to become Managing Director of the Group and Chairman of Leyland Vehicles.

Leyland Vehicles will now comprise three product groups; Leyland Bus, headed by Ken McIver as Managing Director, Leyland Trucks and Tractors headed by Peter Capon, and Leyland Parts whose Managing Director has not yet been appointed.

Gatwick Skylink

DESIGNED in the first place to suit the needs of US Forces personnel, a daily direct express coach service linking Gatwick and Heathrow Airports with the Midlands, Yorkshire, the North East and North West has been introduced by Mid Warwickshire Motors of Coventry.

Departures are from Harrogate, Leeds and Sheffield routed via Coventry and Oxford to Heathrow and Gatwick and from Liverpool and Manchester routed via Wolverhampton, Birmingham (Edmond Airport), Northampton, Coventry and Luton to Gatwick.

Single fares from the terminal points are: £7.50 to Heathrow and £9.50 to Gatwick down to as little as £2.00 joining at High Wycombe for Heathrow.

Harrogate firm expands

A. WRAY & Son Ltd of Summerbridge, Harrogate took over the coach business of W. Pyne & Sons White Coach Tours, Harrogate last month. This makes A. Wray & Son, now known as Wrays of Harrogate, the largest independent coach operators in the Harrogate area with depots at Dacre Banks, Summerbridge, Nr. Harrogate and Starbeck, Harrogate.

The administration is jointly headed by M. C. Wray, Director of A. Wray; and D. Sharpe, formerly Traffic Manager of W. Pyne, with the mechanical responsibility being undertaken by Wray's Chief Engineer, D. Marshall and J. Ribson a Director of A. Wray.

Trafalgar gains Guernsey services

TRAFALGAR LEISURE INTERNATIONAL has been chosen from seven applicants by the Guernsey States Passenger Transport Licensing Authority to operate a full local bus service, together with all private hire and excursion work on the island.

Announcing decision, PTLA President Georges le Cocq, said that the Authority has been 'most impressed by Trafalgar's comprehensive application' which had placed them as the wisest choice.

The service was formerly provided by buses of the Guernsey Railway Company, which ceased operation late last year. Barrie Spears, Managing Director of Trafalgar's associated coach companies said that they hoped to start services within two months, before the Easter rush. The service will be provided by Guernseybus Ltd, a new company formed by Trafalgar for the purpose.

Plaxton results

FOR THE YEAR ended September 28, 1980, Plaxtons (Scarborough) Ltd showed a profit before taxation of £3.85m compared with £3.32m the previous year. Turnover was £30.834m (£26.501m). The bodybuilding and special products divisions contributed by far the largest part of these results with a profit before tax of £2.7m.

Reviewing the year, the company's Chairman, F. W. Plaxton reported the increase of 16% in group sales but referred to a tail-off in market demand in the latter part of the year. During the period under review considerable progress was made in promoting business in the Far East and Antipodes for complete bodywork and CKD kits. New agreements were made with the Smithfield Bus & Coach Company in Australia and New Zealand Motor Bodies Ltd under which they have started assembly of Plaxton bodies.

Last July Plaxtons bought T. H. Burgess Holdings Ltd—the Reebur bodybuilders—which, it is anticipated will make a useful contribution in 1981, although, said Mr Plaxton, this year is likely to compare unfavourably with the trend of record profits as in recent years.

British Coach Rally regs change

DETAILED REGULATIONS and entry forms for the 27th British Coach Rally have now been issued by the Organiser: John Fielder, *Coaching Journal*, 122 Newgate Street, London EC1A 7AD (Tel: 01 606 8465).

A change in the regulations for this year's event provides for a special class in the Concours d'Elegance for Grand Touring Coaches of any size but *without* tables, toilet or catering equipment. Full executive coaches with such special equipment have a class to themselves.

M & D leaving Maidstone

FACED with a critical financial position, Maidstone & District Motor Services is planning to close its premises in Knightrider Street, Maidstone during 1981.

The proposals involve the transfer of Head Office secretarial department from Knightrider House to Canterbury, where the traffic and engineering departments are already based, and the closure of its Maidstone depot.

The bus station in Palace Avenue will be unaffected. With the anticipated decline in the fleet strength, it is also intended to run down the central works at Postley Road, Maidstone, and to transfer the work elsewhere.

Duple progress

DESPITE an increase in turnover from £22.2m to £24.8m for the year ended August 31, 1980, Duple International Ltd reported a fall in profit before taxation to £3.3m from £3.7m (10.7%).

The coachbuilding division contributed by far the largest share of the profits at £3.094m before tax.

In his review of the year, Gordon Hay, Chairman, referred to the purchase by Duple of Metsec. The main activity of this business—now known as Duple (Metsec) Ltd—is in overseas markets (See *COACHING JOURNAL* January). Considerable benefits are expected from this development.

The outlook for 1981 in the home market is not viewed with the same confidence as in earlier years, said Mr Hay, but he was optimistic concerning overseas business in new areas.

£180m for London Transport

GRANTS of more than £180 million will be made to London Transport by the Greater London Council in the next financial year, following Government approval of a £346 million transport budget for London.

Some £97 million of the remainder will be spent on schemes by the borough councils, and the remaining £68 million is earmarked for GLC roads—£36 million for road construction and £32 million for traffic management.

Good year for 'National' coaches

"ABSOLUTELY FANTASTIC—the best year we've had since the mid-1970s," said a National Travel spokesman. In the 12 day period from December 19 to 30 more than 250,000 people used Victoria Coach Station, London,—a massive 40% increase on the same period last year.

He added that the general picture emerging from around the country was that passenger numbers across the National Express 3,000 destination network were substantially up on last year.

TRADE

Big Volvo bus order from Stockholm

VOLVO has won a new big order for city buses from the Greater Stockholm Transit Authority. The order is for 300 bus chassis and bodywork will be carried out by Hoglunds Industrier of Saffle, Sweden. Of the 300 B10M chassis, 100 will be articulated. Deliveries will be spread over three years, at 100 vehicles per year. The Greater Stockholm Transport Authority runs a fleet of 1700 buses today, 55% of which are Volvos.

Bus orders for Lex

OVERSEAS and UK contracts, collectively worth more than £1,018,000 have been awarded to Lex Vehicle Engineering Ltd., specialist vehicle body builders of Ringwood Road, Totton, Hampshire.

The largest single contract worth approximately £688,000 is for the supply of 43 buses for the Metropolitan Police. Lex Engineering have also received an export order worth £240,000 for the supply of 10 buses for Malawi. These include air-conditioned coaches and a number of buses specially designed to accommodate up to 150 passengers.

ZF appoints agent

ZF GEARS (GREAT BRITAIN) LTD. has announced the appointment of their first after-sales service partner, Frank Watson (Croydon) Ltd.

With premises on the A23 at Croydon, Frank Watson is ideally placed to serve the London area and the southern counties. All the necessary facilities and staff training have now been completed to enable a full programme of repairs to be undertaken on the wide range of ZF transmissions and steering systems fitted to trucks, buses, cars and special vehicles.

'Tracky' fits Fidus

THE YORKSHIRE TRACTION COMPANY, has decided to fit all its 98 Bristol VRTs with a newly developed Fidus control system. This follows the bus company's own tests which have shown increases in gearbox life averaging 33% and engine life of 10%.

The new Fidus system combines controls for overspeed protection and two-gear protection for a pneumocyclic gearbox with input for an electronic speedometer and odometer, all housed in the same control box. They are all operated by one electronic probe aimed at the propshaft boltheads.

SP311 Repro type

DUNLOP is introducing the SP311 REPRO, a reprocessed tyre sold at the one remould price irrespective of the reprocessing treatment received. The initial size will be 11R-22.5 and will be sold at a user reprocessed price of £121.38.

PEOPLE

Ken Wellman, General Manager of the Bristol Omnibus Company, is to retire at the end of March 1981. Mr Wellman first joined the industry in 1946 when he joined the Midland General. Since then he has held a number of appointments with Western National, Bristol Omnibus, United Counties and Black and White before returning to Bristol Omnibus as General Manager in 1977.

Philip Robinson, who is to retire at the end of March, will be succeeded as Chief Engineer of the Bristol Omnibus Company by **John Phelps**, currently Regional Chief Engineer for Midlands & West, Wales and the Marches Region. In addition to his duties as Chief Engineer, Mr Phelps will continue to act in a Regional capacity for engineering matters in the Midlands & West Region. Mr Phelps, who has completed 35 years service in the bus industry, served with Birmingham City Transport from 1946 to 1954. In 1954 he joined Crosville Motor Services and from 1963 to 1978 he held successive appointments as Chief Engineer of the Midland General Group, Eastern Counties and Midland Red before taking up his present appointment in 1978. **Philip Robinson**, has been chief engineer of the Bristol Omnibus Company since 1966. His career began in 1938 when he was a premium apprentice with Leyland Motors. In 1947 he joined Midland Red as a junior engineer. Then followed a spell at London Transport before Mr Robinson joined the Tilling Group in 1951 as an assistant

chief engineer with United Automobile Services. He moved to Cumberland Motor Services in 1956 and then to Thames Valley in 1961, before joining Bristol Omnibus in 1966.

Eric Wilkins, Director of Press and Public Relations at London Transport, retired at the end of last year after 33 years with the organisation. He is succeeded by **Kenneth Pope**. Mr Wilkins joined London Transport in 1947 and has headed the Public Relations department since 1965. Mr Pope has been London Transport's Press Officer since 1966. After working on local newspapers, he was a sub-editor with the Press Association in Fleet Street and later a Press Officer with the British Omnibus Companies Public Relations Committee.

Alistair Hankey, the British Tourist Authority's manager in France for the past four years, has been appointed Director of Production Services in succession to **Harold Booty**, who retired at the end of January.

Bob Johnson has been appointed Ribble Travel Service Manager on the retirement of **George Bell**. Mr Johnson's post as assistant travel service manager has been taken by **Tony Barraclough**, and **Jacqui Foster** has become travel sales promotions officer. **Tony Barraclough** joined Ribble Travel from the travel trade in 1970 and for the past 18 months has been area travel officer at HQ.



Cyril Fairless

Cyril Fairless has been appointed Bus Manager of DAF Trucks (GB) Ltd. Known as Syd within the trade, he was formerly with MAN/VW Truck and Bus where he was Regional Sales Manager. Although based at the DAF Bus headquarters in Marlow, Mr Fairless will continue to live in the North East of England and will be responsible for all UK coach sales.

Renault Trucks & Buses UK Ltd has brought together its sales, service, parts and marketing departments within a newly-created commercial division headed by **Nick Buckley**, who has been appointed commercial director. He originally joined the board as marketing director last April.

Arthur Townsend has been appointed assistant traffic manager of Eastern National. He succeeds **Peter Wood** who recently left the Company's service.

Destination

Day runs from London

By John Taylor

Several hundred coach and tour operators gathered in London last month to see what was new for the excursion and tour business in South East England. The event was *Excursions '81*, organised by the English Tourist Board in conjunction with the South East England, Southern, Thames & Chilterns, East Anglia and London Tourist Boards. Aimed at showing off attraction within 100 miles of London, there were over 100 stands representing well-

established and new attractions. (see *Viewpoint*, page 8).

Many of these had much to offer the coach operator looking for new business in the wake of the Transport Act. Most exhibitors expressed optimism for this year, based on growth in the majority of cases in 1980.

Here we concentrate on some of the new attractions of interest that were at the workshop.

Up the Palace

ONCE the major attraction of South London, the Crystal Palace is now best known in its present role as an international sports centre (the football ground of the same name is a couple of miles away in South Norwood). The park, with its famous life-size models of prehistoric monsters around the lake, has always been a popular local attraction, but this year sees the start of a major new centre of interest which should bring in the crowds.

The Crystal Palace Railway Heritage Centre, described as a new approach to education, entertainment and preservation, is being developed in and adjacent to Crystal Palace railway station, on the Anerley Hill side of the grounds. Aimed at all the family, it is intended to offer a day out and an opportunity to see and learn what railways and rail travel have meant since the dawn of the "iron road" 150 years ago.

This June, the first stage is planned to open. This is a 7½ in gauge miniature railway based on the Kenya section of East African Railways and Harbours. The gauge may sound small, but the first steam locomotive—a model of a Class 59 Beyer Garratt articulated engine—is 21ft long and weighs 2½ tons. Some model!

In addition, this year will feature a real Swiss locomotive, a goods shed exhibition, other railway exhibits, a cafeteria and shop. The rest of the £3 million project to be completed by 1985 includes a complete Victorian street—hopefully with a tramway—restaurant, Victorian stations scenes, model railways, picnic areas, exhibition hall, cinema, lecture rooms, library and the complete signal box from Newton Abbot station.

In this Year of the Disabled, the Centre is staging an International Railway Festival in

support of the disabled person, from August 10 to 28, profits from which will go to Stoke Mandeville Hospital's Paraplegic Unit.

Full details of the Festival and the Heritage Centre are available from Miss Dawn Smith, 16 Albion Road, Sutton, Surrey (tel: 01-642 5462/01-642 0475).

Revel in the 'Roddies'

EAST SUSSEX is a riot of colour each spring as the rhododendrons bloom on the roadsides.

But did you know that there are some 700 varieties of this magnificent flower? Probably the best collection in Europe is located, appropriately, in this part of Sussex and can boast of 500 of the strains, plus hybrids, not to mention magnolias, azaleas, exotic trees and shrubs.

The place is **Borde Hill Garden**, near Haywards Heath, pride and joy of R. N. Stephenson Clarke, whose grandfather bought the property and started the gardens in 1893.

This year, Borde Hill is open from March 14 to September 27 on Wednesdays, Thursdays, Saturdays and Sundays, plus Bank Holidays, from 10.00 am to 6.00 pm. There is a coach park, licensed restaurant offering lunches, teas, and snacks, and for those wanting to do their own thing, a picnic area. As well as admiring the plants, visitors can buy examples. Party rates (20 or more) 50p each with reductions for children.

Details: The Administrator, Borde Hill Garden, Haywards Heath, Sussex RH16 1XP (tel: 0444 50326).

Museum in a Sussex chalk pit

LAST YEAR, some 38,000 people paid to visit an old chalk pit in Sussex—and a good many more are expected in 1981.

The attraction is the Southern Industrial History Centre, better known as the **Chalk Pits Museum**, at Amberley. As a lad, I remember this pit in use, with an Aveling and Porter industrial locomotive, sporting a large flywheel, shunting wagons to and from the adjacent main line.

Now, the 36 acres are well covered in a variety of trees, shrubs and wild flowers, and display typical exhibits relating to the traditional industries of the South East. These include a country brickworks, smithy, quarry railway, printing works and carpenters' shop. Special displays cover transport, engineering canals and radio communications. The original buildings are restored to house the exhibits.

Picnic facilities are on the site and there are a tea garden and pubs nearby. Open from April 12 to November 1, 11.00 am to 5.00 pm, Wednesdays to Sundays inclusive and Bank Holiday Mondays. Admission: Adults £1.00, OAPs and Students 75p, Children 50p. Parties get one free ticket for 10 to 19, two for 20 to 29 and so on. Coach parking free. Could be combined with other local attractions such as the Weald and Downland Open Museum, Parham House, Goodwood, Arundel and Bignor.

Details: Ian Dean, Director, Southern Industrial History Centre, Chalk Pits Museum, Houghton Bridge, Amberley, Arundel, West Sussex (tel: Bury 370).

Roses all the way

THE Gardens of the Rose at St. Albans are staging a Rose Festival on July 4 and 5. The theme is The Rose and The Sea to honour the centenary of the National Mission to Deep Sea Fishermen, with whom the **Royal National Rose Society** is co-operating in presenting the Festival.

The 20,000 sq ft display area will offer a breathtaking array of cut roses with supporting attractions as varied as bands, Morris Dancers, Punch and Judy, and floral art and craft demonstrations.

The Festival offers party admission (20 or more) at £1.35 instead of £2.00, children under 16 free. Tickets available to operators on sale or return and coach parking nearby at £2.00. Refreshment voucher for driver.

Normal admission to the gardens for parties is 60p per person and the display covers 12 acres with over 30,000 rose trees. Open from the third week in June to the end of September.

Details of Festival and Gardens from The Secretary, Royal National Rose Society, Chiswell Green, St. Albans, Herts AL2 3NR (tel: 0727 50461).

Tour Truman's

EACH TUESDAY and Thursday, tours of the **Truman Brewery** in Brick Lane, London E1, are operated for the company by Tarant Hobbs. The brewery has been on the site for over 300 years, but was completely rebuilt ten years ago to increase capacity and provide modern brewing conditions for the present range of beers and lagers.

Each tour, which starts at 10.15 and 12.50, takes two hours and includes a film on the Brewing Process, a discussion on beer and its ingredients, brewery tour, rounding off with a glass of beer or the house white wine. Further drinks and snacks can be bought at the bar at subsidised rates. Each visitor gets a guide book and a brewing process chart.

Parties (minimum age 18 years) from 15 to 40 persons cost £2.50 a head and the party leader goes free.

Further details and bookings: Tarant Hobbs, 19 Atherstone Road, Canvey Island, Essex.

The shape of homes to come

HOW WILL people be living in ten years' time? What will be the shape of housing in the Eighties and Nineties? These and many more questions will be answered at **HomeWorld 81** at Milton Keynes from May 1 to 31.

HomeWorld 81 Milton Keynes aim to bring the best ideas for individual family houses together for the first time in an exhibition village of full scale homes. Major housing developers from a variety of countries—Britain, Canada, Denmark, Sweden and New Zealand—will present their latest innovations for review and comment by an international audience of consumers.

The exhibition will consist of over 30 individual houses in a specially landscaped setting.

HomeWorld's sponsor, Milton Keynes Development Corporation, will be responsible for site preparation, landscaping and overall co-ordination of the event. Each house in HomeWorld will contain innovative new features, either experimental or not yet in widespread use within the industry, which could become features during the next decade: innovations in design, construction, materials and equipment.

HomeWorld will be located on a large site at Bradwell Common, an area close to the Milton Keynes city centre with excellent road access to the M1 motorway.

The 22,000-acre site of Milton Keynes is particularly appropriate, housing 93,000 inhabitants at the present time and with an eventual planned population of 200,000. Many operators already take parties to the central covered shopping area—the largest in Europe.

Further information: Rod Markley, Milton Keynes Development Corporation, Wavendon Tower, Wavendon, Milton Keynes MK17 8LX (tel: 0908 74000).

The 'Met's' Mounties on display

ONE of the best equestrian events for all the family, the **Metropolitan Police Horse Show and Tournament** to be held at Imber Court, Surrey, in July, is already under starter's orders.

This event, which enjoys a nationwide reputation for its high standards of competitive and skilful riding, promises to be better than ever. Competitors come from other police forces and from the armed services throughout the country. Last year more than 140 riders took part. I have been in past years and can vouch for its value as a first-rate day out.

Imber Court, near Hampton Court, is the headquarters of the Metropolitan Police Mounted Branch Training Establishment and can accommodate 6,500 seated spectators. The dates for this year's show are Friday and Saturday, July 24 and 25. More than 1,000 tickets have been sold already and the show secretary, Sgt Wally Adlam, advises early booking to avoid disappointment.

"The show is ideal entertainment for family groups, clubs and organised parties of all kinds," says Sgt Adlam. "Everyone can enjoy themselves. If the weather is kind—and we are usually fairly lucky—the setting at Imber Court is a perfect one for a

leisurely picnic before the show begins. It is an ideal outing for any organisation looking for something rather different for a summer excursion."

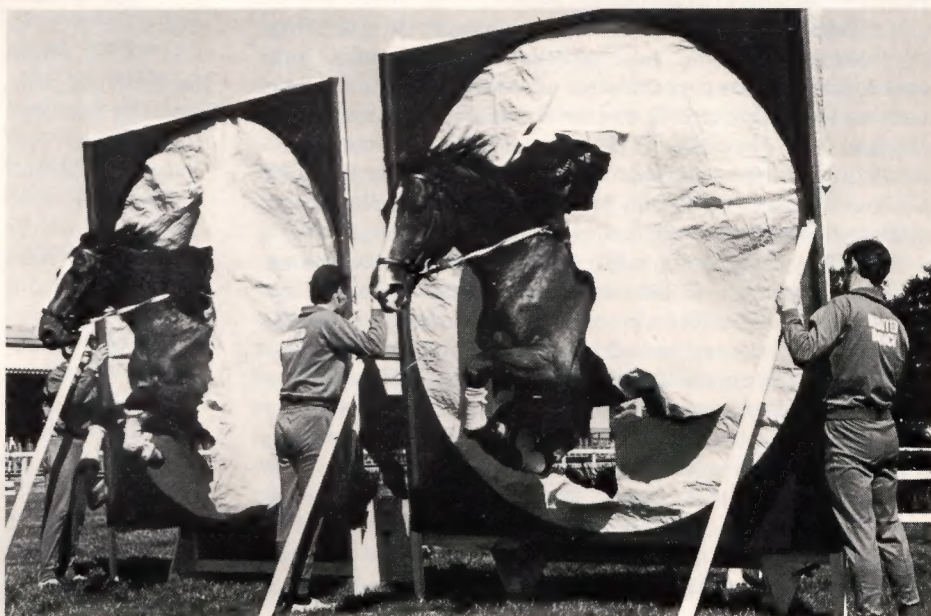
The attractions will include skill-at-arms (lance, sabre and revolver), the competition for the best trained police horse, best turned out police officer, tent pegging, show jumping and various novelty turns involving policeman and their horses.

A spectacular gymnastic display will be given by 200 Metropolitan Police Cadets and the Dog Section will give its ever-popular display. Music, as always, will be provided by the Metropolitan Police Band.

Ticket prices have increased very little over previous years. Reserved seats for the Friday are £1.50 and £1 each, unreserved seats cost 60p. Saturday reserved seats are £2 and £1.50 each, unreserved seats £1. Children under 16 pay half price on both days. Coach and car parking are free.

Tickets are available from Sgt Wally Adlam, Metropolitan Police Mounted Branch Training Establishment, Imber Court, East Molesey, Surrey, telephone: 01-398 0855.

Jumping through a hoop is just one example of the high degree of training that police horses and riders display at Imber Court.



And further afield:

MerseyGuides will show the way

A TEAM OF 30 men and women are acting as MerseyGuides to show visitors around Merseyside this summer. Between them they can offer six foreign languages—French, German, Italian, Spanish, Dutch...and Russian. The MerseyGuide scheme includes public walks from Easter to September, ranging from a Medieval Meander to an Ale Trail or, further afield, Southport, Birkenhead, Port Sunlight. (Tickets—50p adults, 25p children/senior citizens—obtainable in advance from City Information Office, St. George's Hotel, or

at the start of the walk).

MerseyGuides are available at any time for private coach, car or walking tours for groups or individuals. With programmes tailor-made for specific requirements, rates are £4-an-hour for the first two hours, £10 for a half-day (up to three hours) and £14 for a full day tour (up to seven hours). Foreign language supplement is £1-an-hour.

Further information: Ron Jones (051-227 5234) or Tony Robinson (01-405 0488).



Above: A busy scene at the Excursion '81 workshop held in London last month — see story below. (Photo by courtesy Financial Times). Left: Bernard Cotter, founder and Chairman of Cotter Tours is seen enjoying the comfort of one of the company's new de luxe Volvo/Van Hool coaches on the inaugural of the special Glasgow/Edinburgh-London service fully described in last month's issue.

VIEWPOINT

Vitesse

■ **TEMPUS DOTH INDEED FUGIT.** Can it really be very nearly 30 years ago that I wrote: "The coaches—AEC Mark IV underfloor-engined chassis with fluid flywheel transmission and coachwork by Burlingham, strike a new and modern note. Carrying 30 passengers in reclining seats...there is at the rear of the coach a toilet and washbasin with soap and towels provided, plus an electric razor so that the menfolk can arrive neat and tidy after an all-night trip. The galley is fitted to provide hot drinks and meals are served on board; these are inclusive in the fare (£3.15s return). Stopping at a convenient layby, each passenger was handed a box containing a sausage roll, a cheese-filled bridge roll, a large currant bun, a handsome fruit pie, a portion of cheese, a packet of biscuits and an apple. Rugs and pillows were provided and by midnight most passengers were tucked up and dozing or sleeping according to their capabilities in this direction. Following the seven o'clock morning news on the radio, Pat, (our hostess), served tea and biscuits during a short halt during which passengers were also able to stretch their legs. The journey brought home clearly the absurdity of the 30 mph speed limit for coaches. The driver's problem over most of the journey was not to keep up to schedule but to keep down to it." So what was that all about? See *Night Coach to Edinburgh*, June issue of *COACHING JOURNAL*, 1951.

■ **NORTHERN ROADWAYS** it was, who certainly set a new standard for an express service at that time, although its Scotland — London services were long since abandoned after costly battles in the traffic courts and other problems. But what value! Damn it, you probably could hardly buy the luncheon box today for the whole of the fare price then. So where have we got to now? Shortly before Christmas I was invited to take a short ride in one of Cotters new coaches inaugurating another new luxury service to and from Scotland. What has the Volvo/Van Hool coach got that the AEC/Burlingham hadn't 30 years ago? First, of course, it has air suspension, much more power and a more refined ride with better performance. Inside, it also has reclining seats, but better heating and

ventilation I should say, and the toilet and galley are situated midships which offers some advantages. Radio, yes, but also TV or video films with personal ear phones. Hot and cold snacks, tea, coffee and soft drinks are available at moderate prices. The fares are now £16 return and £9.50 single and still represent excellent value. The time of the journey between Edinburgh and Glasgow to London has been cut to 8 hours compared to 12. Whereas the modern coach cost £75,000, the price of Northern Roadways coaches was not given. Incidentally, the first SMT group coaches ran between Scotland and London in 1930. As many as 20 coaches a day were operated until that number was reduced to 10 following the 1931 Road Traffic Act and licensing restrictions.

■ **OVER LUNCH** at the recent Cotter's Scottish service inaugural, I was particularly interested to hear from Bernard Cotter, Chairman and founder of the company, as to how he managed as a young man to get the business started over 50 years ago. He borrowed £20 from his father and went off to purchase a coach. A new Gilford had taken his eye and this cost £650 complete. The dealer wanted £100 deposit, but Bernard told him that he needed all of his £20 to licence, insure and set up the vehicle for the road. Times being hard, even more desperate than today, the dealer, banking on his customer's honesty and enthusiasm, let him have the coach for nothing relying on its earnings to make up for the lack of deposit and future payments. Young Bernard prospered, and no doubt the dealer had no cause to regret his gamble. Now, 50 years later, I wish Cotter's new Scottish service the very best of luck. I sincerely hope it will succeed and prove that full luxury express coach services will still appeal. It was certainly not passenger dissatisfaction that finished the Northern Roadway service all those years ago. Maybe, they were just a little too early, like many pioneers who set up things for others to follow successfully at the right moment.

■ **SEVERAL HUNDRED** operators and members of the travel trade attended 'Excursions '81' at the Royal Lancaster Hotel, London, one day last month. This joint pro-

motion by the regional tourist boards of South East, Southern, Thames and Chilterns, East Anglia and London Tourist together with the English Tourist Board, is now in its 6th year, and has become a 'must' engagement for all those with attractions to offer with 100 miles or so of London and the many visitors—agents and operators—who offer excursions and packages to the public. This year, there were over 100 stands providing information and literature from working farms to vineyards, from historical houses to wildlife parks. I observed a number of new exhibitors such as Great Yarmouth's Marina Centre which opens this year and features an indoor beach, entertainment on the piazza, sport and in the evenings, a disco. Other newcomers included a Colmans Mustard shop and a Fish Centre with illuminated gardens and exotic fish in an aquarium in Mickfield, Suffolk. Another motor museum is the Lord Cranworth Motor Collection opened last year at Ramsgate and railway developments at Crystal Palace also look interesting. Just over half of overseas visitors to London take a day trip out of the capital during their stay and, of course, the home market for excursions from the London area is immense. This workshop is an invaluable aid to all concerned.

■ **I AM GLAD TO SEE** that National Express is now using Prestel to detail its trunk route services for the benefit of agents. National is conducting a year-long experiment and will be seeking to find out how much use travel agents make of the system and how long it takes an agency to issue a ticket using the information provided. The listings on Prestel cover 22 major routes between major towns and cities and London and six major destinations from Birmingham. Complete journey details are given including departure and arrival times, fares and special offers. Agents already using Prestel will be able to call up details by using the number—27653. To be able to service an enquiry or booking cheaply and quickly is imperative to agents who although they were welcoming the recent growth in passengers of recent times are not too happy at the yield from the greatly reduced fares which offer little compensation for the work involved.

■ **IT WAS ONLY 15 YEARS AGO** that Peter Sampson started in the coach business with one 12-seater minibus. Today, the Sampson Travel Group is now quite a power in the land having become the largest independent coach operator in Hertfordshire. During the company's 15 years there have been a number of acquisitions and the business interests of Eastern Enfield coaches, Alexandra Coaches and Brunts have been purchased as well as other local car and minibus businesses. Recently, the Fleetville Bus & Coach Company was acquired and, as reported on another page in this issue a new garage with repair shops for cars, commercials and PSV's has been opened at Hoddesdon. Along with his travel agencies, Peter Sampson—a one-time champion speedway rider—has built up a considerable empire in a short time and his 16-year old daughter seems set to follow in his footsteps. Lynn Sampson is at present attending college in Coventry taking a two-year course studying travel and tourism. During college vacations she gains practical experience working in the family business—a business that is clearly going far!

■ **THIS YEAR** is the International Year of Disabled People and I am glad to report that at least one operator is doing something about it. Norman Wilkes of Norman Wilkes Tours (a member of the Serenissima Travel Group) has

gone off to the USA to promote tours of Britain specially designed for disabled travellers from overseas. Accompanying him is Lord Crawshaw, who is confined to a wheelchair and is President of the Leicestershire Association of the Disabled. Their trip is a joint promotional scheme with the British Tourist Authority. With the help of BTA's North American staff, they will meet travel agents, visit rehabilitation centres, and have discussions with representatives of several associations for the handicapped. At the English Speaking Union branch in Denver, Lord Crawshaw will be guest of honour and will speak on IYDP.

■ **NORMAN WILKES TOURS** have devised six escorted tours for those with limited mobility. The 15-day tours are entitled "Best of England", "Dramatic Art and Music", "English Cathedrals and their Music", "Great Gardens and Houses of England and Scotland", "Heritage Tour of England and Wales", and "Rose and Thistle", covering England and Scotland. Accommodation and transport being used are accessible to people in wheelchairs, who must be accompanied; there will also be professional guides as escorts. Where applicable, sign language will be used. The coach has a special hydraulic elevator to lift the chairs. The tours will take separate groups of the disabled: wheelchair travellers; the visually handicapped; slow walkers and hearing and speech impaired visitors. All this sounds excellent and I hope that similar arrangements will be available for the disabled in this country.

■ **THE DEPARTMENT OF TRANSPORT** is holding a conference on March 12 which will look at transport planning for the future with the needs of disabled people in mind, and a DTp exhibition will be mounted in six double-deck buses and will be launched in mid-May. The buses will visit a number of areas and the vehicles will be accessible to wheelchairs. An audio-visual programme and static display will illustrate the problems faced by disabled people when they travel and demonstrate how these problems can and are being overcome. I have the greatest sympathy with disabled people, of course. But I get a little worried when the 'planners' take up a subject like this. Their hearts sometimes over-rule their heads and suggestions that all buses should be equipped with chair lifts get well aired, as has been the case in America. The cost, and technical, and operational problems would be terrific to meet the needs of what must be a most deserving but very small minority of possible passengers.

■ **FEBRUARY** seems a bit late, to say the least of it, to talk about Christmas now long past. But the problem with a monthly is that copy for the January issue has to be prepared well ahead to allow for Christmas postage delays, holidays and so on. As a result, it is not until now that the opportunity arises to thank so many kind people for their Christmas cards and good wishes, for calendars, diaries and so on. We all send our best thanks to the donors and, of course, wish them a happy new year. I observe with interest (even at my advanced age), that 'bottoms' are 'in' on the more saucy calendars. Nevertheless, I genuinely prefer the more scenic illustrations. The Scottish Bus Group calendar takes pride of place at home and amongst the variety at the office I rather go for Tony Whitehead's photographs for National's calendar, in which he contrives in each shot to include a pretty girl (clothed), an attractive scene and somewhere in the picture a National coach too. Clever stuff!

Two of



They're both based on the same successful formula: the mid-engine.

It is just one of the reasons why the Volvo B58 coach has proved and is proving so popular with UK coach operators.

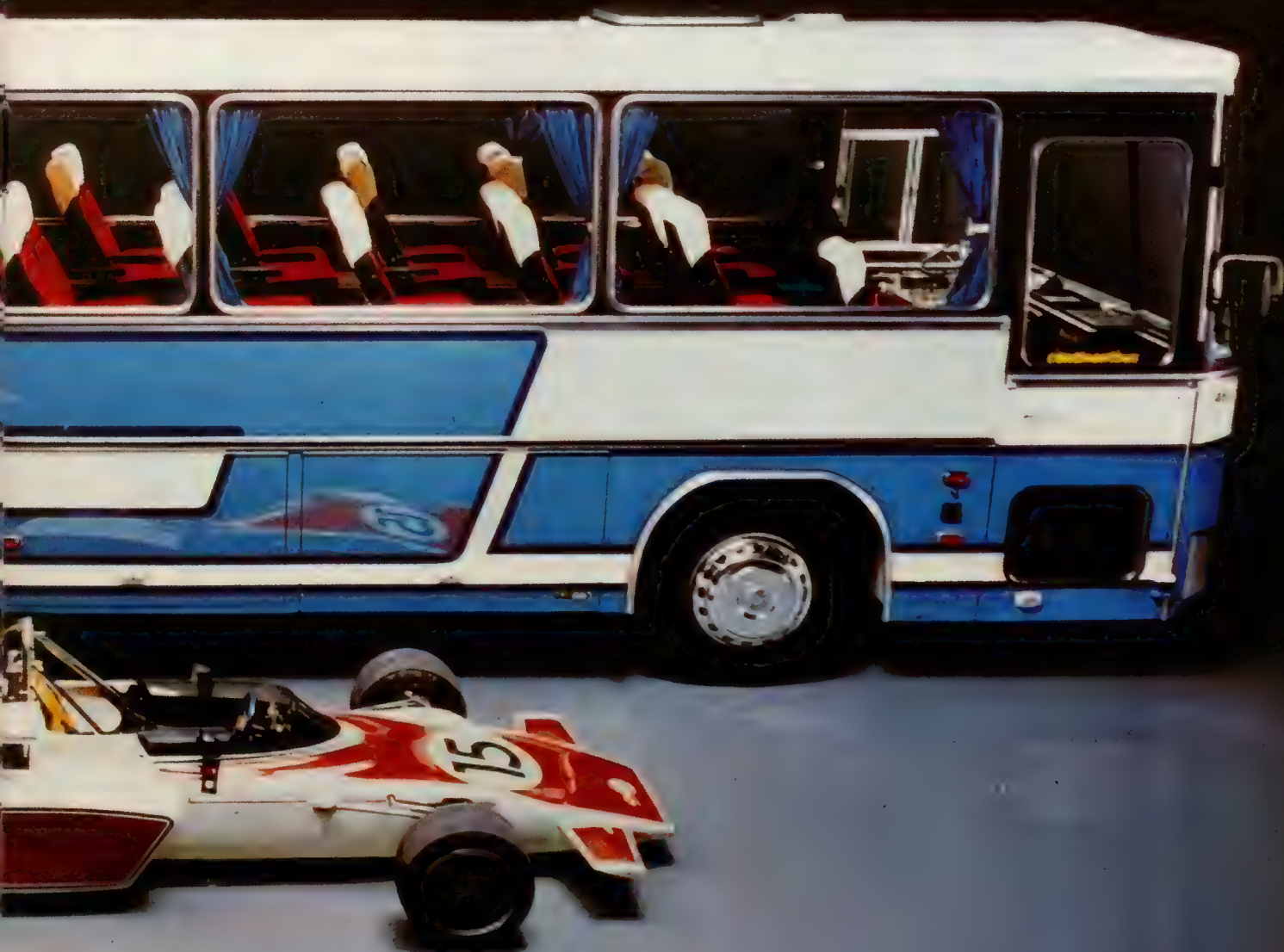
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And, since the engine doesn't intrude into the passenger area, internal noise is kept to the absolute minimum.

a kind.



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There is a choice of turbo-charged engines and gear-boxes, plus an exclusive air suspension system.

Proof of the advanced thinking built into the B10M – it is the only basic coach chassis available in the UK built to Tempo 100 specification.

So, with the B10M added to the B58, Volvo now offers you a complete range of premium coaches and single decker buses to meet all UK and International operational requirements.

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Cross to Europe by Olau, and the tachograph is on your side all the way. Drivers get a good 8 hours rest, and land at Vlissingen only yards from the A58 for Germany, Switzerland and Italy. (Drivers also get a free berth and a £5 meal voucher.)

Big savings and discounts. Olau give you 10% commission on the **whole** booking, including meals and berths. And up to 30% discount. Night sailing group rate **£11**, day sailings only **£5.50**. Coaches with 30 adult fare-paying passengers carried **free** on day sailings. (Or choose night sailings and cut down on costly foreign hotel bills.)

For Scandinavia, use Olau's sister line, TT Linie from Travemünde in Germany to Trelleborg in Sweden. Special group rates on this service, too.

Get the facts on Olau from the Sheerness Terminal - Sheerness (07956) 5273. Ask for Group Reservations.



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In 1981, throughout the month of May[☆], Central Milton Keynes is also the location for what we believe to be the most prestigious and unique exhibition in Britain this year.

HomeWorld 81 is an exhibition village of 35 full-scale homes, each featuring innovatory ideas for housing in the 80s and 90s.

There are low-cost starter homes for the first-time buyer, homes with sophisticated energy recovery systems, homes that arrive in containers and are erected in two or three days, homes that are pyramid or roof-shaped, homes made of wood and glass, homes using solar energy and homes from Denmark, Sweden, Canada and New Zealand. In fact, all the latest developments from international designers, architects and builders.

The HomeWorld exhibition village is at Bradwell Common in Central Milton Keynes — just on the edge of the city centre.

Coach parking facilities have been arranged mid-way between the HomeWorld village and the shopping area — so that each is just a short walk away.

HomeWorld will be advertised during April and May with an extensive campaign using television, press and posters.

Admission to HomeWorld is £2 for adults and 50p for children but advance booking discounts are available to coach excursion operators.

[☆]excepting May 1, 11 and 18.

Will you be one of the hundreds of coach operators to seize the opportunity of excursions to Central Milton Keynes in 1981 . . .

FOR FURTHER INFORMATION AND ADVANCE BOOKINGS CONTACT:
City Information Centre, 300 Saxon Gate West, Central Milton Keynes.
Telephone Milton Keynes (0908) 678361.



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Because like diesel powered Webasto heaters, they take the chill off empty coaches on a cold morning, keep you snug at high speeds on the motorway, and combat the blast of cold air when

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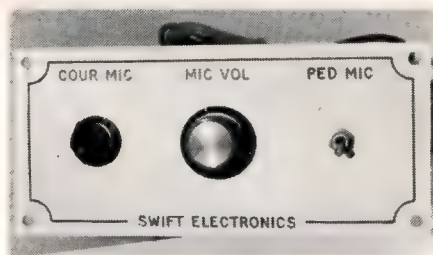
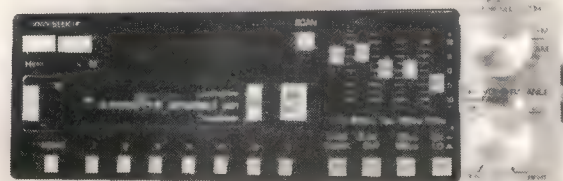
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Luxury is the key to Everton's profitable future

Pushing into the leisure market with a distinctive image and creating an executive coach market are two ways in which a traditional company is finding its future.

Luxury coach travel over long distances, providing an attractive alternative to the car owner, is seen to be the way that future development lies by a Worcestershire company which has successfully built up its coaching business along traditional lines.

Everton Coaches Ltd., of Droitwich, was formed in 1950, when Berrill Everton came out of the Army. Operations started with two vehicles and, like many newcomers to the industry, initially consisted wholly of private hire. During the next few years successful tenders were made for a number of schools and works contract services. Then, in 1958, the business of Ward's Coaches, of Bromsgrove, was acquired. This gave the company its first express and excursions and tours licences, and by this time a fleet of some eight vehicles was being operated.

The next step was the purchase of an office in Birmingham and the goodwill of express and excursion and tours licences held by Dennis Caney Coaches. Everton's

first involvement with stage carriage operation came in the late 1960s, with the takeover of Blue Coaches, of Worcester, and round about the same period, the business of Crowther Coaches, of Wychbold, was also acquired. The early 1970's saw the expansion of the company's stage operation, through the takeover of various routes abandoned by Midland Red. At the same time, the goodwill of the licences held by Andy's Coaches, of Birmingham, was purchased.

Present stage services consist of a Droitwich town route, various rural services in Worcestershire, and a number of works services to British Leyland factories. Traffic on the town service has increased over the years, as Droitwich itself has expanded. However, all the routes operated are supported by the County Council. The rural mileage is constantly decreasing and Mr Everton foresees the eventual disappearance of such services, as they will be just too expensive to maintain.



Above: Berrill Everton, who founded Everton's Coaches at Droitwich on leaving the army in 1950 and has adapted it to its present role. *Left:* The interior of one of the Duple-bodied executive coaches built to Everton's own specification.

By
Michael Jewell



The stage operation accounts for around 15% of the company's revenue, and it represents a high mileage for a low return. In 1979 the subsidy paid was cut by the County Council, after operation had taken place. The situation is such that Mr Everton believes that fewer and fewer private operators are even going to look at stage operation, once bus grants disappear. They will just not be interested in marginal stage services. The overheads surrounding such operation are high, with private operators not really being rigged to operate stage services. The result would be the disappearance of all but main road and urban services, as there would not be either the operators willing to take them on, or the money to support them.

This was one reason why Everton Coaches was continuing to move into the up-market leisure side of the industry.

Although there are now very few works contract services, schools contracts provide an important part of the company's day-to-day operation, accounting for around 25% of its revenue. In conjunction with the County Council's Education Department, Everton's were the first operators in the area to achieve success in persuading schools to stagger their starting times in order to achieve better vehicle

utilisation. The scheme has now been in operation for some five years, and despite some initial resistance, it has now been happily accepted by everyone.

Unlike some areas, there has not been any suggestion that such work should be transferred to stage carriage services. Mr Everton does not feel that such a transfer would be a practical proposition in the Droitwich area, as none of the schools are close to existing stage routes.

The operation of seasonal holiday express services has been on the decline for some years. It was never a major part of the business, and is now down to around 1½% in terms of revenue. Last year's operation, which was restricted to the first weekend in August, returning seven days later, was to Great Yarmouth, Devon, North Wales, Blackpool, Skegness and Margate.

Everton's catchment area for excursions and tours covers an area between Birmingham City Centre and Worcester City Centre, with some 60 picking-up points. The excursion side was developed over the years to utilise vehicles at times when the private hire work was slack, and the bulk of excursions are still operated in July and August.

Above: Everton's turn their drivers and couriers out as smartly as their coaches as this line-up in front of one of their Plaxton-bodied Leopards shows. *Right:* One of the four Duple Dominant II coaches on Leyland Leopard chassis which were added to the fleet just over a year ago. The rest of the 25 coaches have Plaxton bodies and the chassis are all Leopards and Volvo B58s.



Football excursions are operated during the winter, and the company have experienced very little problem with vandalism in connection with this traffic. The excursions are closely monitored and certain passengers are blacklisted if there is any hint of trouble. However, the company believes that most of the trouble comes from outside the coach, and an experienced driver can steer clear of most problems.

Continental potential

A number of licensed Continental extended tours are operated, and these are an adjunct to the group travel operation to the Continent which forms a very valuable part of the business. This is a direction in which Mr Everton sees great potential for future development, and he feels that the company are only scratching the surface at the moment.

The company sees this as one of the few operations in which enough revenue can be earned to justify the purchase of a new vehicle in present conditions. A turnover of about £1,000 per week is necessary for a new vehicle to be justified, and it is very difficult to earn that kind of money on UK operations alone.

In 1971, the image was changed from the red and cream livery of Everton Coaches, to the black and gold of "Gold Liner" with great success. There are now three associated companies: Everton Coaches, the coach operating arm; Gold Liner International, responsible for custom-built inclusive tours; and Gold Liner Executive, the group's own finance company.

The present fleet of 25 vehicles is standardised on Leyland and Volvo chassis. As far as the coaches are concerned, the bodywork was wholly Plaxton until 1979, when the company purchased four vehicles with Duple bodies, purely on looks. There are three double-decker Leyland Atlanteans in the fleet for peak stage operation and schools work, over short distances. The remainder of the stage work being undertaken by standard 53-seat coaches.

The fleet is all housed at Droitwich, where the company undertakes all its own maintenance, with paint and body shops in addition to the normal workshop facilities.

Making a market

Four of the coaches are executive-type vehicles built to the company's own design. The first vehicle of this style was purchased in 1974 and it appeared to be somewhat of a white elephant at the time. However, the company worked hard to build up a market, with some success, and it is in this class of vehicle that Mr Everton sees the other future development to lie.

The luxury market is entirely different from the general coach market, and the company's experience is that the two do not mix. There are still a lot of people who are prejudiced against coach travel over long distances, on the grounds of comfort, and Mr Everton feels strongly that the general standard of the touring coach has to be a lot higher than it is at present.

As far as the executive coach is concerned, people are prepared to trade the comfort of the private car for the comfort of the executive type coach, fed by car rather than by coach. The company's marketing has been aimed at the car owner, and it is an alternative that the car owner appears to find acceptable for both UK and Continental travel.

It is impossible, in present trading conditions, to have

any long term replacement programme. Everton's try and replace between four and six vehicles each year, but the company believes that operators are just going to have to keep their vehicles longer in the future. The day of the operator trading on his vehicle depreciation is coming to an end. Vehicles now cost in the region of £50,000 to £60,000, and anyone who believes they are still going to be worth that in two years time is living in a fools paradise.

Mr Everton feels that more good than bad will come out of the new legislation, as far as the industry is concerned. However, he believes that the public will suffer in the sense that they will not have the convenience they have had in the past. They will not have the service pattern they have enjoyed hitherto, they will not be picked up as close to home and they will have to make their own way to heavily populated points to join services.

As far as the industry is concerned, Mr Everton avows that the previous licensing system protected the inefficient operator to some extent, and was archaic in relation to fares and backing licences. However, the new legislation has gone a little too far, in his view.

If the coaching industry was not very careful, it would no longer be responsible for its own product. The people who would expand would be the tour organiser and travel agent, rather than the extended tour operator.

The problem was that coach operators, in the main, had never been market orientated. They had never left enough margin in pricing to allow for proper marketing and advertising. As long as he could remember, operators had been saying they could not charge the rate that they should because of competition.

Harder sell needed

Many operators had been too busy with school contracts to bother about doing enough marketing, and the industry still suffered from the tradition of sticking a coach at the bottom of the road with a blackboard in front of it.

Mr Everton foresees that the travel trade, because of their marketing expertise, will inevitably take over much of the coach tour market. However, tour organisers would not want to tie-up capital in coach fleets of their own, and would hire-in operators to provide the vehicles. They would want the best equipment, so operators would be forced to charge the appropriate rates.

It would end as a battle of the giants, seeking to increase their share of the holiday market. Small operators would not be able to compete with the terms the large operators were able to negotiate for the various elements of the package.

As far as the proposed Operators' Licensing System is concerned, Mr Everton believes that anything that tightens up operating standards has to be a good thing. That was where the unfair competition had come from in the past. Hitherto, it had been far too easy to enter the industry. The lower operating standards of the very small men had led to larger operators subsidising private hire work from their licensed operations. That would no longer be possible in the future, and private hire rates would have to stand on their own feet.

He also feels that British operators are at a disadvantage because no-one in the UK builds a complete vehicle, and often the "marriage" between chassis manufacturer and bodybuilder appeared to be strained.

For the future, Mr Everton feels the challenge is there to be met. Established operators were ahead of the game to start with, and if they are good enough they will be able to hold their businesses together in the uncertain days ahead.

ABBEYGATE

ABBEYGATE coach tours are operated for the Abbeygate Travel Group by Shelton-Orsborn of Kettering. Abbeygate have travel offices and agents in the wide area of Bedfordshire, Leicestershire, Northants, Lincolnshire and Suffolk.

The pleasant cover of the 1981 brochure leads to a rather uninspired interior laid out to inform (but not very well), rather than tempt the potential holidaymaker. As a result, it requires quite careful reading to discover whether the arrangements described are for long day tours which are more or less mixed up with longer holidays. Confusion arises for some itineraries follow the style of Day 1, Day 2 and so on whilst some long day tours offer Route 1, Route 2 etc.

The main Continental tours vary from 5 days to 12 days which is clearer in the index than in the body of the book. Still, search well and some good things can be found from 5 days to Normandy costing £109 to a 12-day two-centre holiday in Switzerland priced at £229.

ANGELA

HOLIDAYMAKERS from the Southampton area are offered a wide range of coach holidays at home and abroad in 1981 by Angela Coaches of Lowford, Bursledon, Southampton. Following the licensing relaxations this company has been able to extend the range of picking up points both for home and Continental tours.

The home programme offers some 17 holidays of from 2-10 days at prices from as little as £37.70 for 3 days to Blackpool, to £171.20 for a 10-day tour of Scotland. All the popular touring areas are included in the programme.

On the Continent, there are short weekenders to France (courier conducted) and a series of longer holidays in that country (6-9 days, £99.50-£187.90). Spain, Germany, Holland, Belgium, Switzerland are also featured in the programme. The Angela fleet includes the latest MAN luxury touring coaches and other modern vehicles.

BLUEBIRD

DEREK AND JILL GODWIN whose operations under the name Bluebird Coach Tours, based at Marshfield near Chippenham, have gained a high reputation for the quality and friendliness of their tours offer very much a personal service. The programme for 1981 includes no fewer than 11 home holidays 6 Continental arrangements and holidays to Southern Ireland and Jersey.

The home programme includes both centred holidays and tours and prices range from £39 for two days to £149 for eight days. One novelty in this programme is a

Holiday '81

Another big selection of holiday programmes reviewed
by John Speed.

3-day weekend based on Stafford. This offers visits to a pottery, also a trip on a canal boat and a session at the Ironbridge Museum. The homeward journey is through Shropshire, Hertfordshire and Gloucestershire, so there is plenty to see and much of interest in this weekend. Another feature of the home programme is a farming trip to Wales which includes an exhibition of working sheepdogs one evening. This 7-day holiday for country-lovers costs £138.

A highlight of the Continental programme is a 4-day wine and dine holiday in Normandy accompanied by Frances Kitchen of Westward TV who will give a cookery demonstration at the hotel in co-operation with the hotel's chef.

All in all a very enterprising programme from Derek and Jill Godwin.

BOSTOCK

DELICENSING has enabled Bostocks of Congleton to offer a more varied programme of tours than in previous years, also new picking-up points have widened the company's catchment area.

In a tidy looking brochure, the programme opens with Easter tours and short holidays at home and abroad. For the main season there is a good selection of centred holidays at Bournemouth, Ilfracombe, Torquay, Worthing, Edinburgh and the Isle of Wight, all lasting eight days and at a starting price around £100 according to season. I do wish, however, that the place names in the headings started with a capital letter—torquay, worthing, edinburgh, etc looks horrible! One or two brochure designers seem to favour this affectation.

Bostocks' Continental holidays offer 9-day tours to Switzerland, the Rhine Valley or Austria. There is also an 11-day arrangement for the Rhine Valley and Switzerland which costs £220. A new tour this year is entitled Champagne/Paris/Picardy (7 days, £129).

CHARTERPLAN

THE TRAVEL division of Greater Manchester Transport, Charter Plan and Godfrey Abbott are offering a good selection of mini holidays abroad in 1981. Mostly of 3-4 days duration, Paris is well catered for as is Amsterdam and the Dutch bulbfields. The popular beer festivals in Hamburg and Wieze are offered in 3 or 4-day form at prices from £60. A late extra is a 6-day holiday in Jersey priced from £96.50.

THOS COOK

THOMAS COOK'S 1981 coach touring programme is bang up to date for, as a result of extensive research over the past 18 months, the coach touring likes—and dislikes—of holidaymakers have been taken into close consideration in the production of the new programme.

Always of importance is the ease with which a brochure can be read and understood and, with this in mind, the 1981 publication has been given a new cleaner look. Very excellent it is too with all the information clearly and attractively laid out to tempt and inform. Holiday features—visits—sightseeing tours, etc—have been set in clear readable panels and the standard of hotels used is higher than generally offered.

The 1981 programme features 10 air-coach holidays and 10 sea-coach arrangements. Of this total 10 are new—the result of research into where people want to go, see and do.

The brochure also offers more tour-awhile, stay-awhile holidays, giving passengers who wish to relax in a resort for a week during their tour an opportunity to do so.

Holidays start from £139 for a seven-day tour of three capitals—Paris, Amsterdam and Brussels—to the 15-day Olympic tour, which includes a return flight to Athens and the coach tour broken by a seven-day cruise visiting Crete, Israel, Egypt and Turkey. Cost is from £670.

Free or discounted travel to London is offered for the sea-coach tours and to Gatwick for the air tours.

COTTER TOURS

IN A VERY GOOD LOOKING brochure, Cotter Tours of Glasgow present an excellent selection of holidays both at home and on the Continent. I was impressed not only with the cover—a particularly clean and attractive design—but found no cause for disappointment with the inside pages of this publication. Well written itineraries, a big selection of pictures, including one of the principal hotel on each tour, were supplemented with a map and clear information as to price, duration, departure dates also panels detailing special highlights and free excursions.

The programme offers a baker's dozen of holidays to the Continent, mostly of 8-12 days duration and covering all the main

holiday areas of Europe. The introduction to the brochure tells the reader that on the Continental scene many old favourites have been retained and new ones introduced but it doesn't tell us which are which! One example of a new Continental tour is quoted, however, and this is a 14-day tour to the Italian Riviera which costs from £299.

The forthcoming season sees the start of a completely new British programme. As well as retaining Huntly and Blackpool and repeating the very successful Scarborough holiday, the new range of holidays covers virtually the whole of the UK. All British tours will now start from both Glasgow and Edinburgh. Seven-day tours start from £74 and range to 9 days to Devon and Cornwall at £129.

FLORENCE & GRANGE

AS A RELATIVELY SMALL COMPANY, Florence and Grange Tours form part of the Battersby Silver Grey group, are aiming at a limited market but offering good quality holidays with hotels to match, backed by the personal service gained over 50 years of operation.

The main brochure is sensibly laid out with clear headings emphasizing each *new* tour for 1981 or holidays where there has been a change of hotel. This, I think, is an excellent practice and a great help to customers old and new.

The company also sensibly emphasises its undercover terminal at Morecambe from whence all tours depart at 8.30 am, returning at 5.45 pm to connect with feeder services to all areas.

The colourful brochure details 11 centred holidays at resorts in all parts. These are generally of seven days duration costing from £80 to £136. The Continental programme includes eight tours varying from 7-12 days. New this season are: Austria (12 days, from £235), Amsterdam (7 days, from £147), Monte Carlo (7 days, from £135) and Paris (7 days, from £140). Incidentally, it should be noted that the Monte Carlo holiday involves all night coach travel each way but certainly represents excellent value.

A separate leaflet describes the company's range of coach/air holidays in Jersey.

HARRIS COACHES

IN AN ATTRACTIVE BROCHURE printed landscape size instead of upright, Harris Coaches of Grays, Essex, describe and detail an extensive programme of tours at home and abroad, although in many cases, departure dates are limited. Centred holidays to a good selection of resorts are nevertheless available weekly during the main season and these include Jersey or Guernsey offered for 8 or 15 days with air travel from Southend and priced from £132 for 8 days to £372.50 for 15 days according to period and choice of hotel.

In addition to the resort holidays, the programme includes more than 20 *British* tours (and there the brochure reveals one of my pet hates—the use of lower-case initial letters for proper names such as hotels—the langham or queensmead—to give two horrid examples). Four and seven-day tours are mainly featured in the home tours programme and these cover all the main touring areas with Scotland well catered for, as well as the West Country, Wales, Lake District and the Yorkshire Moors and Dales.

There are also 21 Continental holidays ranging from weekends in Paris or Amsterdam with an excellent selection of longer tours of 4-11 days at prices from around £100 to £295 for 11 days visiting the Italian Lakes.

JENKINS

JENKINS of Skewen, West Glamorgan, have produced a handy and clear guide to their 1981 programme although not, perhaps as glamorous in appearance as some of the larger operators.

The programme includes 14 British tours costing from £36 for 4 days to the Spalding Flower Festival, with centred holidays at a variety of resorts at prices from around £80—£115 for eight days. A 4-day visit to Jersey costs £75.

Continental holidays are operated in conjunction with Townsend Thoresen, Sealink, DFDS and Prins Ferries and offer 4-day holidays to France, the Rhine Valley, Switzerland and Austria. The last-named is a new tour covering the Tyrol and Vienna and costs £220 for nine days. Another new and unusual holiday is Christmas in Geneva (7 days, £145).

MOTTS TRAVEL

BASED IN THAME, Oxon, Motts Travel is a company associated with Motts Coaches (Aylesbury) Ltd, a local company with a small fleet of coaches and minibuses. Actually, this company's brochure of 1981 holidays tells the reader nothing at all about the company and even its address is tucked away as a sort of footnote on the back page.

The programme is, nevertheless, quite ambitious with a dozen Continental holidays and five British holidays including Jersey. The tour descriptions are accompanied by suitable drawings in two colours and a map is sensibly included for the Continental holidays. No hotels are named, which makes one wonder—perhaps unnecessarily—and the information seems a little closely packed. Even so, the itineraries are informative compared with years ago when a list of place names were reckoned to suffice.

Motts Continental programme offers a series of holidays from 3 to 15 days covering France, Belgium, Holland, Germany, Switzerland and Austria. The home pro-

gramme offers 3-8 days to Lake District, Scotland, Wales and the Blackpool Illuminations. Prices range from £42-£199 for the Continental tours and £46-£99 for home arrangements.

NAT HOLIDAYS

SPECIALISTS in camping holidays, which are steadily increasing in popularity, NAT Holidays of London, NW10 operate a series of winter coach tours in Europe as well as a full summer programme where travel to various centres can be by coach, self-drive car or aircraft.

The winter programme offers short tours to capital cities and longer holidays in the South of France and Switzerland or Austria in Snow Time. There are full European tours in the winter programme which continues at very reasonable prices and using good hotels until the end of April.

The full summer programme is very extensive with travel to a variety of camping sites at inclusive prices. Via Paris to Brittany or even the Riviera for example, costs only £79.75 for 15 days. Camping tours staying at camps en route offer very economical and wide ranging holidays. For example—the European Explorer visiting Amsterdam, Heidelberg, the Tyrol, Venice, Florence, Antibes and Paris costs only £159 for 15 days plus £29 per person for the food kitty.

It is little wonder that camping holidays have special appeal to families and with comfortable coach travel and 10% reduction for children up to 11, this is clearly a field set for expansion.

NEILSON

IN THE DECEMBER ISSUE of this Journal, I inadvertently commented on the contents of the 1980 brochure and programme of the Neilson Travel organisation which incorporates Morleys Coaches. In a letter couched more in sorrow than in anger, Andrew Selby, Neilson's Managing Director appraises me of this unfortunate error and points out that the 1980 programme was a pilot scheme to introduce into the company's own holiday activities the coach company activities of Morleys and in 1981 extend them to take full advantage of licensing deregulation.

Based in Leicester, Neilson Travel is well known as a ski tour operator, also for holidays by air from East Midlands Airport. The 1981 programme described in the new brochure entitled 'Holiday Abroad by Coach', offers a series of centred holidays abroad with travel by coach, also several short coach tours including weekends to Paris and a 9-day tour to Brittany.

Seven-day centred holidays are offered to Blankenberge, Belgium from £65, in two resorts in Brittany from £112. A holiday based at Chamonix costs from £69 and a week in Monte Carlo costs from £112. It should be noted that the longer journeys involve night travel by coach.

OK TRAVEL

A SPECIAL SERIES of Northumbria holidays are described in a folder published by OK Motor Services of Bishop Auckland, Co Durham. Centred on Durham, these 8-day holidays cost £95 which includes mid-week coach travel to and from a wide selection of towns and cities, also accommodation and all meals in one of two of Durham University's halls of residence.

Dates of these holidays are, of course, during the University summer vacation between July and September with starting days on Wednesdays or Thursdays. It would I think, have been a good idea to have included these dates in the coloured folder, rather than with a separate booking form with conditions of booking, insurance particulars and so on.

Excursions are included in the programme and the folder describes these in some detail. Various evening entertainments are also included in the price.

PRESIDENT

LEN WRIGHT TRAVEL of Richmond, Surrey has introduced a fine series of 'President' tours for 1981. First-class executive coaches are used for tours each with toilet facilities, a refreshment servery and yes—free coffee while touring.

Delicensing has also made it possible for Len Wright to introduce British tours, and to increase the number of picking-up points. The brochure itself is of particularly clean and attractive design and I must say, I go for the white background on which colour photographs, maps, colour panels and text print so well compared with the more popular tinted pages of other brochures.

The tours sound good too, perhaps not cheap, but for the discerning traveller who prefers hotels of the four and five star standard, prices are far from unreasonable at around £25-35 a day including the travel elements.

The home programme offers three de luxe tours to the West Country (3 days, £89), English Lakes and Yorkshire (6 days, from £165) and Scotland (10 days, £320). Continental tours number eight in all, varying from 4 days in Paris at £105, 5 days in Holland or the Rhine Valley at £135 up to 14 days across Europe to Italy at £407.

All in all an excellent programme for those with pockets just a little deeper than average and a taste for the more luxurious holidays.

SAFEGUARD

THE GUILDFORD OPERATOR, Safeguard Coaches has produced an unusual size of brochure for the company's 1981 programme of tours. The booklet measures 11¾ ins deep by 4-3/16 ins wide (or if you prefer it in millimetres—297 x 107), and

small drawings are incorporated in the heading of each tour which also includes a thumbnail map. The effect is by no means displeasing.

There are 18 home tours of from 3 to 8 days and these offer a wide variety of places to visit from Ullapool (8 days, £172) to Bournemouth (3 days, £47). A small Continental programme offers 3-7 day holidays to Holland (3 days, £67.50), Brittany and Normandy (5 days, £117.50) and the Black Forest and Rhineland (7 days, £186).

SUNSEEKER

THE GROWING POPULARITY of camping holidays is a field in which specialist firms can have the edge on old-established coach operators. Such a company is Sunseekers who set out five years ago to specialise in camping holidays, hiring coaches.

Now, development has been such that the company wish to own and thus control their own vehicles and two new Volvo B58's with Irizar bodies have been purchased. They are fully equipped for long-distance travel with toilet/washroom, refreshment facilities and a driver's bunk.

Camp sites in the South of France and Spain are used with two different tents, one in a size to suit 3 persons and the other for larger families in which the sleeping compartment can be divided into three sections.

Prices for 14 and 15-day coach/camping holidays range from £97 to £141 according to period. These holidays include direct travel from the North East of England to the South of France and Spain so the full luxury features of the new coaches will be appreciated.

Sunseeker also offer Hotel Minibreaks to Paris and London in the shoulder months. These 4/5 day holidays cost £59 for London and vary between £79 and £99 for Paris according to date.

TAPPINS

THE DIDCOT OPERATOR, Tappins, is offering a good selection of tours on the Continent for 1981 and has also introduced some new 8-day home tours to the West Country (£99.50) and Scotland (£139.50), plus shorter tours to the Lake District (4 days, £59.50), York (3 days, £44.50) and Edinburgh (4 days, £49.50).

On the Continent there are short 3-5 day tours to Holland in Tulip Time, also to Paris and the Belgium Beer Festival. Longer tours include the Adriatic Riviera, Vienna and Salzburg, Swiss Lakes and Mountains and the Austrian Tyrol and Swiss Lakes. Prices range from £172.50 to £275 for periods of from 8-14 days. An 11-day European round tour costs £240.

Finally, and of special interest, is a holiday based in self-catering units in Cannes with coach travel out and home with excursions during the stay in this popular and picturesque area (17 days, from £160-£225).

TRICENTROL

FOR 1981 TRICENTROL has produced two brochures, one for holidays starting from the Bedfordshire and Hertfordshire areas and the other from the Midlands. Both brochures are similar in design and content although the tours and holidays themselves are by no means the same. Continental mini breaks are featured in both programmes and new features from the Beds, Herts and Cambridge area include Switzerland and Black Forest (8 days, £221) Brittany (3 days, £70), Paris (3 days, from £46). Tricentrol have joined forces with Premier-Albanian for a series of Continental coach holidays, also with P&O in their Landtours programme.

New in the home programme are two Scottish tours, one to the Western Highlands and Skye (7 days, £165) and the other to the Trossachs, Deeside and Edinburgh (7 days, £165). Indeed, the large proportion of home tours are new following deregulation. These include Devon and Cornwall (7 days, £125), Yorkshire Dales and the Lake District (7 days, £135) and Wonderful Wales (7 days, £110). Centred holidays by Tricentrol express coaches are offered to the Isle of Wight, Bournemouth and Cliftonville. The British arrangements are completed with a series of interesting-looking mini tours.

Continental mini tours are of the weekend variety or extended day excursions.

YORKS—WESLEYS

IN A COLOURFUL and well-arranged brochure, Yorks Travel and Wesleys the Northampton companies, describe a big programme of holidays for 1981. These are carefully grouped as well as colour coded so that tours to Scotland, the West Country and so on are all together and thus easy to find and compare. Colour coding is also used for the type of holiday whether it be touring or centred.

The choice is wide and with additions to the number of picking-up points the catchment area is extended. All types of coach holiday are catered for including bargain breaks at home or abroad, touring or centred holidays including country clubs and holiday centres. There are for example, 10 Scottish tours, four to the West Country plus three to Wales and one to the Isle of Wight. Centred holidays are available at 17 resorts, plus the Channel Isles and the Continental programme is no less comprehensive with mini-cruises, 3, 4 and 5 day Continental holidays from £45 to around £150, and longer tours to all parts of Europe, even as far afield as Egypt visiting France, Switzerland, Italy by coach, thence by boat to Crete and Alexandria for Cairo.

A most comprehensive and well presented programme.

Paratransport rules!

—but it is certainly not OK.

IT IS hardly being over-pessimistic to suggest that the industry is beset by woes. And there are few signs that 1981 will see an end to these problems.

At the international level it is not public transport as we know it which seems to go from strength to strength. Instead it is *paratransport* which achieves a dominant role. A number of academics of international standing have recently been extolling the small-is-beautiful concept. They claim that jitney operators using minibuses or midibuses can run the publicly owned bus operator into the ground in places like Manila and Calcutta. Nearer home they point to the 'black taxis' of Belfast as providing shared taxis services at higher speeds and lower fares than the bus operator. In America, car pools and van pools are seen as ways of solving the urban transport problem where the bus had been driven off the streets by sheer weight of car numbers.

Do not run away with the idea that this is an example of burgeoning free enterprise, it is often a straight business ploy whereby an employer is assured of his workforce. The firm buys and insures the minibus which an employee will drive fare-free with the use of the vehicle in leisure periods. Passengers pay the firm—although a few may pay the driver direct—an additional incentive.

Because public transport in Europe has been so strong, many such intermediate systems have failed to catch on. Most of the paratransit advocates are adept at comparing like with unlike to suit their particular book. The same complaint might be levied at the current government which loses no opportunity for discrediting the big operator in favour of the smaller. Already it has been warned by impartial experts that some of its deductions are liable to backfire on it.

To date, car sharing has proved a disaster in Britain. The Transport Minister visited America to find out the answers a year ago before he opened the flood gates with his 1980 legislation. Despite frenzied marketing by the classified advertising managers of many local newspapers, I have not had a single report of any demand for car sharing being uncovered.

Road Research Lab experts suggest that conditions which would encourage greater car sharing in Britain would include greater residential population densities; higher petrol prices; a more pronounced parking problem and an established tradition of sharing the journey to work on public transport.

When will we stop allowing these head in the sand academics to teach us the facts of life?

Surely all these very factors contribute to the splendid

tradition of public transport which Britain enjoys. It is the very strength and ubiquity of the existing public transport systems in Western Europe which makes that Continent *terra incognita* to the minibus-mad theoretician.

As long as the British motorist with his little car wants to live on his own in suburbia and make his very individual journey to work, car sharing is a pipe dream. Indeed the TRRL pundits admit that even in America, in the absence of clear incentives, the loss of flexibility associated with car sharing makes it an unattractive option to all but a minority of commuters.

Having said all that it is no use blinding ourselves to the inexorable march of private transport. We seem to get the relevant DTP statistics a mite earlier these days—that is to say they are only 12 months out of date. The facts are mind boggling even then. In 1979 private transport accounted for 80% of passenger transport compared with 35% 25 years ago—that is 1954, do you realise? That was the year of the four minute mile, Dien Bien Phu; food rationing ending in Britain and Churchill's 80th birthday!

In the last decade bus and coach traffic has fallen by 11%, but car traffic zoomed by 45%. Wait a year for the effect of the 1980 passenger loss!

But the general ills that face us are today matched by problems for individual operators...and suppliers.

Small and big alike

While the trials and tribulations of the big battalions hit the headlines, there is an increasing number of articles in the press about the problems of the small men, too. Phrases like 'bitter crisis' and a 'matter of survival' refer to rural areas which seem set to lose their lifeline of transport provided by private enterprise. As the *Observer* said of one Oxfordshire firm and its territory... 'this is not some picturesque Balkans bus service with chickens under the seats and vegetables on the roof, but it serves precisely the same purpose...It is becoming increasingly difficult to be reasonably poor in the countryside...It is increasingly clear that to live in the deep country you must have a least one car, or else practice a medieval subsistence economy'.

It is also a significant fact that the trade press is featuring more and more the maintenance difficulties of some small bus and coachmen. When Traffic Commissioners speak out loudly that 'it makes little difference if a vehicle is going to collapse into a ditch tomorrow or the day after'. 'Collapse'... 'into a ditch'. This is not then a case of the left hand rear stoplight bulb being faulty, is it?

Anyone who runs a car knows the maintenance pro-

HEADING FOR THE CRUNCH? In 1954, Britain's buses and coaches carried 38% of the country's road, rail and air passengers. By 1979, this had dropped to 11%. The comparative figures for rail were 18% down to 7%, and for air 0.1% up to 0.6%. The winner was the private car, rising from 35% to 80% in the same period. (Source: Transport Statistics Great Britain, 1969-1979. HMSO).



blems of keeping it on the road...and the cost. An awful lot of the cases which so come before the licensing authority stem from this same Micawber problem. More professional and technical assistance is often required. The CPT saw the light early on when it negotiated freight truck servicing and inspection facilities for coach owning members.

This is where the whole question of costs gets very fraught. For years the big operating unit engineers after a few drinks have waxed eloquent over the double standards they allege Traffic Commissioners' staff practice. And it has not been unknown for a small fleet to be put off the road the day after it was acquired by a larger fish. Might this era of civil service cuts result in fewer inspectors being available?

Perhaps there are not enough Ministry staff available either to keep an eye on illegal operations. Oh yes, there are a surprising number in the industry who look upon the latest legislation as the excuse for a free for all, and who is going to measure 30 miles anyway? Is that part of the Certificate of Competence?

Our PSV operating infrastructure is a good one—provided it is universally applied without fear or favour...or size.

To move from the operating to the manufacturing field does not make our story a happier one.

There are fearsome tales about the cut in National Bus' 1981 orders. By keeping its lips tightly zippered that organisation does not allay fears that its purchases this year will reach only 50% of normal, and even greater self denial may be on the cards for 1982. Some companies' fleets have been so cut as a result of MAP exercises that the rolling stock is looking quite youthful, not even into its teens on average age!

Cumbrian conundrum

All this must be even more worrying to our national, if not nationalised, vehicle manufacturer than the problem of "will the Metro workers be on strike this week?" There must be some minimum production figure below which it would be better to sell off Workington to a crisp manufacturer or furniture warehouse.

Just to show it can happen to anyone, it did not half cause a stir in the dovecote when the Gardner men did their own thing. There were emergency meetings in the corridors of power, to see how spares supply could be continued if the whole thing came to a resounding and permanent halt. It even went so far that the DTp announced it would allow grant on buses fitted with reconditioned Gardners. There's a free plug for you, and here and now it must be stressed

that Leyland's choice of the initials TL for its latest power units had no connotation of T(wice) the L(ife).

It is by no means the first time that Gardners have been revamped and stuck back in a chassis for a second coming...or going. It would have caused a real problem out East, however, where they need old bus Gardners to power junks.

Some of the other bus makers would have seen their new found popularity dwindle somewhat if the Manchester engine maker had folded. While various esoteric power units can be accommodated by manufacturers like MCW and Dennis, it is the old faithful which is still top of the pots.

Patriotism plagues planners

I do not envy the product planners with these firms as order after order gets cancelled—sometimes for allegedly patriotic reasons. They face a tough year or two in line with the operators. Although to November 1980 new PSV licensing was the same as last year, the month of November was itself down by 22%. An omen for the future?

I wish I could be more optimistic with the announced revitalised express coach figures achieved by both the private and the public sectors. Alas the carrying are there, but I fear, like the airlines have found to their cost, it is growth without profit. As so often happens with all forms of transport, a peak shows the operator at his worst, and he loses the hope of future business. My report is that facilities were sorely strained at Christmas.

To continue our saga of gloom and doom I am glad to say the civil servants occupying that monstrous piece of architecture in Marsham Street did not let us down. They took one a half pages of a press notice to tell us that despite what it *seems* to say, the Transport Act did *not* prevent a non-PSV licence holder driving an out of service PSV. As it summarises....'the position of a driver of an out of service PSV is exactly the same as it was under the original provisions of the 1960 Act—although a vehicle remains a PSV whilst it is not used as a stage, express or contract carriage, the driver need not hold a PSV driver's licence' What did I say a moment ago about without fear or favour?

Planners tell us that demand for private cars will increase steadily for the rest of the century and beyond. By the year 2010 between 40 and 47% of the total population of Britain will own cars (roughly the same as in America today) compared with 26% in 1978 and 15% in 1965.

Is there really a chance? Is CPT d.g. Dennis Quin right when he talks about having to reinvent the bus in the 1990s.? Or can you invent the wheel only once?

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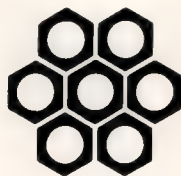
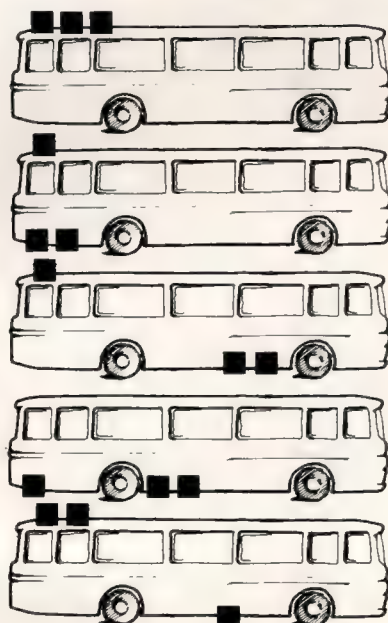
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Two wheel succeed with

IN 17 years, Ivor Griffiths has progressed considerably since starting his coach business in Luton. Being a man of many interests, he has always aimed to build up his coach company to a moderate size and then diversify into other fields. He is also a keen sportsman and at one time was an active road cycle racer.

Today, Ivor operates a fleet of 11 coaches on private hire and contract work, trading as Travelwell Coaches, from new premises on the Sundon Park Industrial Estate, Leagrave, near the M1 and a few miles north of Luton. This is the fulfilment of an ambition to have a modern garage which began when he purchased the $\frac{3}{4}$ -acre site over five years ago and became the first firm on the estate.

Now the 8,000 sq. ft. building has a dual purpose—as a garage for the coach fleet and a workshop for maintaining Travelwell coaches and repairing other owners' PSVs,

lorries and private cars. It is this second purpose for which it is well equipped and for which development is taking place. Mechanical repairs can be undertaken in the main workshop which comprises two bays with folding doors at either end. There is a long pit which will accommodate two coaches at a time.

Besides a wide range of mobile equipment for electrical and mechanical testing, there is a Crypton rolling road for brake testing. Alongside the main workshop bays are the offices and stores above which is a luxury flat. An extension of this section accommodates the paint shop which is fully heated and ventilated for a high standard of spray finish to be achieved. At present, Travelwell are quoting £500 plus paint, for a complete refinish on a 53-seat coach, completed in around a week. The mechanical and body repairs are under the supervision of a works manager who has a team of

three fitters, bodybuilder, painter, two semi-skilled workers and a cleaner. For the coaching activities there are a manager and six drivers.

Being coach operators, Travelwell can offer a good service to other coach concerns, especially where a temporary replacement vehicle is required. Assistance is also given to other operators with the two-way radio circuits which are based on Sundon Park. This Pye equipment, part of which came with the acquisition of a local taxi firm which is still working in the town—can be leased out as air space.

On the conclusion of a busy day with his coaches, vehicle repairs and taxis, Ivor Griffiths commutes to his home at Tewkesbury in Gloucestershire—not by road but in his own light aircraft. He moved there because of his love of fishing—in the Severn—and he also owns a fishing tackle shop there!

But he still cycles to and from the airstrip.

Above: Ivor Griffiths, proprietor of Travelwell Coaches, prepares to board his own aircraft which he pilots to commute between his home at Tewkesbury and an airstrip near Dunstable.

Right: The Travelwell paint spray shop enables an efficient finish to be completed quickly and economically.

Below: A general view of Travelwell Coaches' new garage and workshops on the Sundon Park Estate near Luton. The offices and paintshop are on the left with, centre, the radio control mast.



aces four

Two Home Counties coach operators who had successful careers in cycle road racing and on the speedway track moved into coaching where they have been equally successful and are expanding in several other directions.

John Fielder reports.



Left: The Mayor of Broxbourne, Coun. Mrs Joan Fiddy, is seen here after she had opened the Fleetville premises in Pindar Road, Hoddesdon, with Roger Holmes, Director and Manager of the company, Peter Sampson and Mr Fiddy. They are standing beside the Leyland Leopard Marshall-bodied bus which Fleetville is using on the new midday service between the industrial are and the town centre.

IN Hertfordshire, the fast-growing Sampson Travel Group is headed by Peter Sampson, a one-time leading speedway rider who started his coach business in Cheshunt some 15 years ago. Through his inspiration, the firm has expanded in recent year's and acquired such old-established coach operators as Brunt's of Hatfield, Alexandra of Enfield, and Eastern Enfield Coaches, making it one of the largest and widest ranging fleets in the county.

Sampson's latest activity is in conjunction with a sister operator, the Fleetville Bus and Coach Company, which runs a small fleet of buses and coaches, mostly on contract and for which Sampson's undertake the majority of the hiring arrangements. This company has opened a new garage and workshop on the Pindar Road Industrial Estate, Hoddesdon, which was opened last month by the Mayor of Broxbourne, Coun. Mrs Joan Fiddy.

Besides being an operating base for the Fleetville vehicles and Sampson's own activities in the area, the new premises have been purpose-built for the repair and servicing of cars, trucks and PSVs. They also incorporate an MoT test centre for cars, vans and three-wheelers which is open to the public seven days a week.

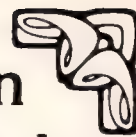
As Peter Sampson told me during the opening ceremony, this is the first time his firm had diversified from travel into the private car sector, and he felt that the elected sphere of operation would prove beneficial to local industry with its fleets of company and workers' cars. From my own observation, the locality seemed saturated with cars.

Servicing and repair of all classes of vehicle will be another useful feature for the area. Ample parking space is available and a good customer relations feature is the waiting room with drink vending machine and a viewing window enabling customers

to watch the work in progress on their vehicle.

The new premises cost about the equivalent of two new heavy coaches according to Mr Sampson and he reckoned that the financial and long-term investment return would be better. However, his interest in coaching and travel is undiminished and he is always likely to extend his area with its present branches in Enfield, Cheshunt, Potters Bar and Welwyn Garden City. As with Travelwell, the Sampson Group relies very much on its radio control network, having each coach fitted with a Pye transmitter/receiver.





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Rear engined vehicles mean extremely long cable runs for mechanical drive tachographs and running cables down the chassis becomes increasingly difficult if reliability is to be guaranteed. When every other form of modern technology is being used on coaches and buses it seems a little outdated to fit an instrument with a mechanical drive system.

Now, however, there's the Lucas Kienzle electronic tachograph which replaces the rotating mechanical shaft drive with a 'wear-free' electric cable.

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TACHOGRAPHS

Trends and obligations



Reviewed by Iain Gellatly

After years of bickering and indecision, tachograph legislation came into force in the UK on December 31. On that date all trucks over 3½ tonnes and all vehicles designed to carry 15 or more people had to be fitted with tachographs, (except stage services under 50kn).

Conventional mechanically-driven tachographs on the market until now have sometimes proved to be lacking in reliability and have not been easy to install, which is partly why resentment has built up against them. Electric drive units have gone some way towards easing the problem but now, an entirely new generation of units is being introduced—the all-electronic tachograph.

To meet forthcoming legislation, where applicable, all new vehicles built will have to have tachographs fitted as standard but various customer options will also be

available. A programme is already in force for the obligatory fitting of units to applicable used vehicles depending on their date of first registration.

Legislation apart, once a tachograph unit is fitted, there are many advantages to be gained for operators when it comes to reading the 'story' printed on the circular charts. Once into the realms of true electronics, of course, it seems that there is no end to the rapid expansion of additional 'services' which can be obtained from those same charts. A greater throughput of information also leads to the need for more equipment to evaluate it, and there are two approaches to this. The charts can be sent off to a centralised computer-controlled optical scanner. Alternatively, simple low-cost analyser units can be installed at depot level.

There are three major reasons for analysing tachograph charts:

1. To see if each day's operation is within the law.
2. To see if each day's operation is efficient.
3. To evaluate vehicle and depot efficiency.

Because there are transport, time-lag and readability problems with pressure-sensitive charts having to be sent to centralised computer plants, the in-depot analyser is proving the more popular system and costs about £600. If necessary, the same output can, at any time, be linked with a compatible computer for merging with overall corporate financial statistics to aid management control.

Here are some of the advantages that can be gained in return for your outlay with tachograph and simple chart analyser:

You obtain the full facts on report, date, driver, vehicle, start time, driving time, active and passive work times, rest time, duration of longest individual driving period, distance travelled, total working time and other coded functions. These extra coded functions can be virtually anything needed by an operator, such as the number of deliveries, monitoring of a refrigeration unit, tanker pump, exceeding company speed limits, and engine condition.

The tachograph has, therefore, evolved into a valuable management control system which will, ultimately, be of much greater value to the astute operator than merely a check on irregularities. Escalating vehicle, fuel and driver costs and other non-earning overheads mean that tighter controls are going to have to be kept on vehicle deployment. Older drivers may lament the more casual go-as-you-please attitudes of the past on driving habits, more prevalent with goods vehicle operations than with coaches, perhaps, but yardsticks of perfor-

Training before the law is enforced

WITH some ¾ million drivers still to be initiated into the full technicalities of understanding and using tachographs by the end of this year, the training schools are concerned that there may be a sudden surge of applicants towards the end of the run-up period before operation turns from being an 'interesting novelty' to an enforceable requirement by law.

One of the largest, and oldest, established training courses for both drivers and management is run by Foster (Tachographs) Ltd, 88-96 Market Street, Preston, Lancs.

In 1958, Fosters marketed the Swiss Zenith tachographs, later sold out to Smiths Industries and, in 1970, they formed the first tachograph consultancy, offering an advisory and training service. The company now offers a much enhanced pro-

gramme with audio-visual presentation for drivers and a more comprehensive course for management. The 2½ hour driver training scheme shows how tachographs work, how charts should be fitted, stored and what the law expects of both charts and drivers. Fosters also run a complete computer analysis service not just of charts but for advice in accident cases, etc.

In this analysis scheme there are 4 programmes consisting of:

1. Driver's Weekly Report.
2. Driver's Hours Contraventions.
3. Vehicle Weekly Report.
4. Driver/Vehicle Weekly Cross Reference.

The Company has recently announced that it has been the first in its field to be appointed official contractors to the Department of Transport.



A commercial vehicle on the Hartridge tachographs tester in the Lucas Kienzle Instruments training school at the company's Birmingham headquarters. The operator is working the remote handset to ensure the vehicle is calibrated at the correct speed.

mance have to be applied to us all at times. In the end, however, most individuals get far more satisfaction from doing a worthwhile job well, especially if they can be paid more for being efficient.

Let us look at what individual tachographs manufacturers are offering:

Lucas Kienzle

A new second generation electronic tachograph, type 1314, joins the existing range of 12 EEC approved tachographs. On this model no adaptor gearbox is required, new circuitry being employed which enables the system to be calibrated electronically.

On the Lucas Kienzle Automatic Tachograph an additional stylus is incorporated which can be used to monitor on-board vehicle equipment such as fuel consumption.

Also available now is the HDA Tachograph Chart Analyser which is a microprocessor-based design for the operator who wants something more sophisticated than the Lucas Kienzle Chart Analyser but does not wish to take advantage of the full computer service. The model HDA is a highly accurate and flexible desk-top instrument for the daily analysis of charts.

The company has extended its network of tachograph centres to 150 and a further 20 centres are being set up in remote areas. There are now approximately 1,000 Lucas Kienzle-trained tachographs fitters at work in the UK.

Right: A Veeder-Root electronic chart analyser, ACE-1. This compact instrument displays relevant information which the operator can note permanently as required.

Smiths Industries

In addition to a full range of conventional tachograph equipment, Smiths have introduced their new model SG30/34 instrument, an electronic unit which will be available alongside the electric drive option. The new unit incorporates electric drive motors for odometer and speedometer, converting a train of pulses from the gearbox-mounted transducer. Calibration and re-calibration is by means of a plug-in circuit board where the correct ratio is easily set by the installation centre. Mechanical drives are, therefore, avoided and sealing requirements are simplified. A fourth stylus



The latest SG30/34 electronic tachograph from Smiths.

option is also available for extra on-vehicle control analysis. For servicing and installations a network of centres exists throughout the U.K.

Veeder-Root

Tachographs have been manufactured by Veeder-Root Ltd, in Dundee, since 1974. After years of research and development over a range of models the company have now introduced their series 21-11 electronic tachograph which uses a transducer on the gearbox to send pulses to a microprocessor in the tachograph body. Special centres will calibrate units for varying drive ratios so greater efficiency with less time wasting are two worthwhile advantages of the new model.

An additional feature on the 21-11 is a driver push-button overspeed warning



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Right: The GB Tachopak chart storage system, which has been adopted by CIBS and is available through their area offices.

device which can be set without opening the front of the instrument. This allows the driver to set the warning device at a speed to suit the driving conditions at any point in his journey. The device can be switched off if not required.

The electronic unit will cost 25% more than conventional mechanical drive units but Veeder-Root claim that the extra cost can be offset by eliminating charges for re-calibration and sealing, or a new flexible drive cable on the older units.

Electro-mechanical chart analysers have also been extensively researched and developed by Veeder-Root and their ACE system, which displays or offers printed-out records of information on charts, is infinitely flexible and therefore suits large numbers of operators with varying sized fleets.

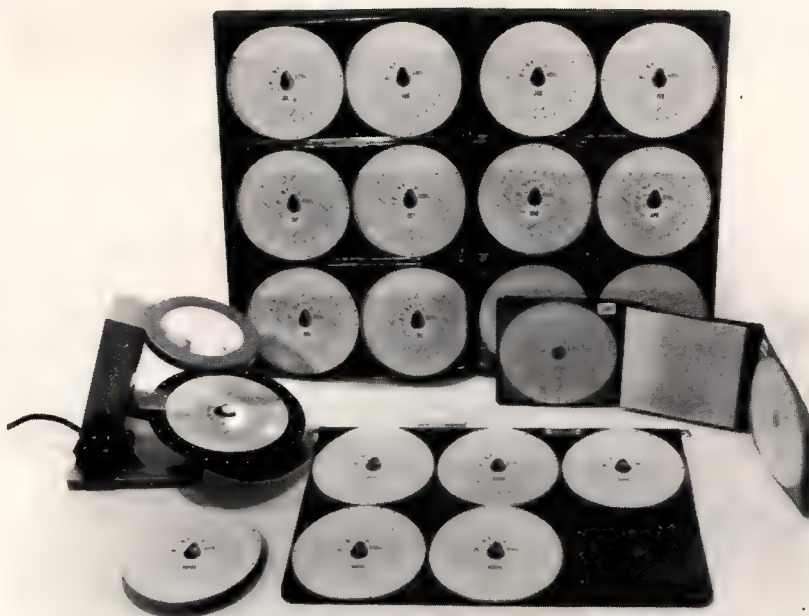
TACHOGRAPH ACCESSORIES

H. J. Chapman

Based in Ledbury, Herts., the concern markets tachograph chart storage and control systems as well as the charts themselves. Various pocket storage systems are available for drivers and for long term storage.

Gait Bayliss Rotary

After research and practical development, this company is now marketing the GB Tachopak in a new plastic material. These packs enable drivers and operators to keep discs in good condition for the 12 months required by law. The GB Tachopak system enables 360 discs to be held in 12 hanging



FOR MORE INFORMATION

LUCAS KIENZLE INSTRUMENTS LTD., 36, Gravelly Industrial Park, Birmingham. B24 8TA (tel: 021-328 5533).

SMITHS INDUSTRIES LTD., Motor Accessory Sales & Service Division, 50, Oxgate Lane, Cricklewood London. NW2 7JB (tel: 01-452 3333).

VEEDER-ROOT LTD., Vehicle Products Division, Wester Gourdie, Kingsway West, Dundee. (tel: 0382 643271).

H. J. CHAPMAN & COMPANY LTD., Ledbury Park, Ledbury, Herts. (tel: 01-499 0171).

GAIT BAYLISS ROTARY LTD., Wilton Road, Humberstone, Grimsby, South Humberside. (tel: 0472 814291). (also available from CPT head office or regional offices for CIBS members).

KEKO TACHOGRAPH CARDS, 2, Garth Road, Bournemouth (tel: 0202-26044/516094).

TACHODISC LTD., Pippin Bank, Bacup, Lancs. OL13 0BU. (tel: 070-683 3516/3716).

WIGHTMAN MOUNTAIN LTD., 15, Artillery Row, London. SW1P 1RT (tel: 01-222 8861).

pockets or 24 on a vertical shelf spine. An illuminated magnifier analyser is another useful product from this concern.

Keko

This range of tachograph cards is manufactured in Switzerland and is popular on the Continent. Advantages claimed are ease of reading with plenty of space for entries on both sides. The cards are supplied direct from Bournemouth in packs of 100.

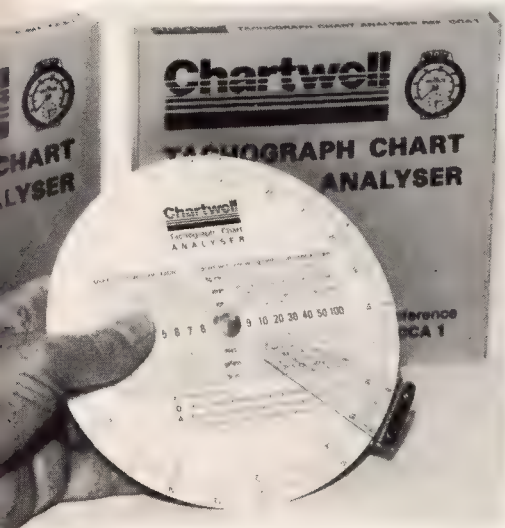
Tachodisc

This well-known company supplies charts in packs of 100 for Lucas Keinzle (Ref T1), Smiths (T3) and Veeder Root (T4). They also produce an inexpensive register (Ref T750) to record the issue of charts.

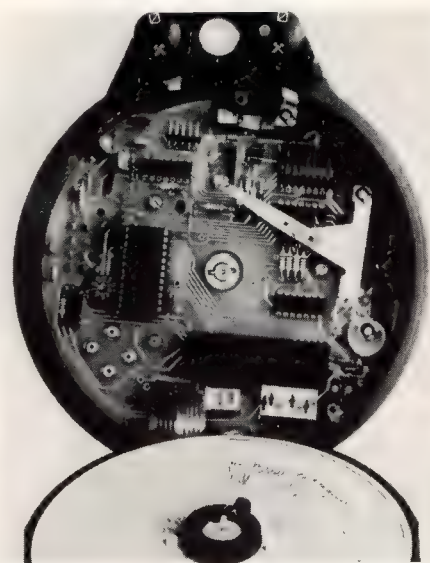
Wightman Mountain

Specialists in graph paper manufacture, Wightman Mountain produce the Chartwell range of EEC approved charts for all models of tachographs. These are priced for all models of tachographs. These are priced at £2.50 per 100 with discounts for large

orders. New last month is Chartwell's inexpensive hand held analyser which will give a quick reading of any EEC approved chart. This costs £9.00 plus VAT.



Chartwell's new and inexpensive hand held chart analyser.



Modern miracle. The inside of an electronic tachograph (Veeder-Root) showing the compactness of the installation. Less moving parts make for greater reliability and obviate calibration and sealing charges.

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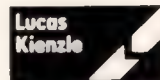


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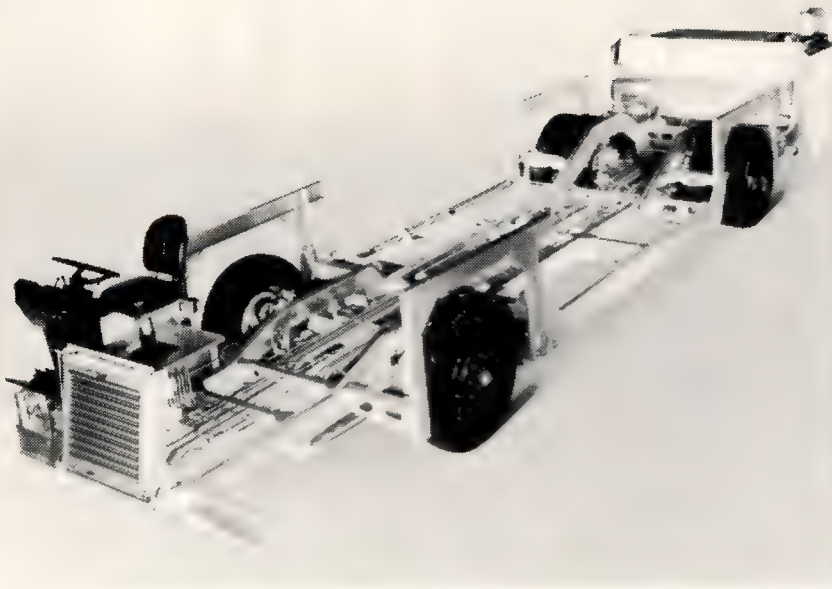
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The Olympian chassis has a perimeter frame designed to permit its use with a variety of body structures. Note the front-mounted radiator.



by

Alan Townsin
C.Eng. MIMech.E

Spin-offs for the smaller operator in Olympian versatility

INVARIABLY, I find it enlightening to discuss the reasoning behind the design features of a new model with the people who made the key decisions. So the chance of a discussion with David Burnicle, Product Engineering Director of Leyland Vehicles passenger vehicle division, and some of his colleagues, on the background to the Olympian (néé B45) was too good to miss. I described the main features of the model in the October issue but, briefly, it is Leyland's new generation double-decker chassis, in some ways similar to the integral construction Titan, but more versatile and designed to replace the Atlantean, Fleetline, Bristol VRT and, in due course, the front-engined Victory built for export markets.

The Fleetline is already out of production and the VRT is expected to be phased out towards the end of this year as the NBC changes over to the Olympian, which of course is being built at Bristol. The Atlantean, which has undoubtedly reached a golden autumn of regard among many operators, is to remain in production as long as the state of its order book and legal requirements permit. Dispensation has been granted on noise legislation until 1984 and may be sought on EEC brake requirements. As a chassis it is about 25% cheaper than the Olympian, though the difference will be less on a bodied vehicle. David Burnicle pointed out that first cost was by no means the whole story. On a whole-life costing basis, the Olympian is intended to minimise maintenance and repair costs over a long period.

Incidentally, it is anticipated that Olympians will still be around in the year 2010, given anticipated production and in-service life. Flexibility in specification was a key feature of the design and the possibilities of future alternative power units, such as the Stirling engine, were borne in mind, as well as providing for easy adaptation to varying world market needs. At first thought, such factors may seem remote from the interests of the smaller operator in

Britain who may be wondering whether future double-deckers will make sense for his operations. Looking ahead for over a quarter of a century seems more difficult than ever nowadays, but the double-decker still makes a great deal of sense to me, considered as an efficient people-mover. The extent of commuting by car today looks crazy in the context of dwindling oil supplies, long-term, and it is a sobering thought that North Sea oil may well have largely been used up before vehicles such as the Olympian have become obsolete.

If the bus can be produced in quantity for the Middle East and Far East, it will be more economic for J. Bloggs and Sons of Blanktown, or some other form of relatively small organisation, who may, it seems to me, be the main provider of public transport in areas where large organisations have had to give up—indeed, who knows where the politics of bus operation may go in 30 years? But is a bus like the Olympian a proposition for the smaller operator with what may seem to be an “all singing, all dancing” specification? Well first of all, the specification is, itself, quite flexible. There is a choice of three engines, for example—although Leyland's publicity material doesn't mention it, the naturally-aspirated Leyland L11, which is really a modernised version of the familiar 680, is to be available alongside the turbocharged TL11 and the Gardner 6LXB, as we pointed out in this journal in October. The transmission can be semi-or fully-automatic.

David Burnicle considers that, even in these hard times, the way forward is towards higher standards rather than any adoption of a “utility” specification—the main competition of the bus being the car. It might be added that drivers, too, are looking for progress rather than regression.

So how much of the Olympian's specification can be described as exotic, even in 1981? Air suspension? The one feature of the Atlantean, Fleetline and VRT that has seem-

ed to me to be sub-standard for at least the last decade is the rough ride that front seat passengers and even the driver suffers when the vehicle is anything but fully laden. Today's worsening standards of road maintenance mean that there is more need for good insulation from rough surfaces than ever.

A point that David Burnicle made was the improved protection of the vehicle's own structure and equipment—endurance testing of electrical equipment normally implied time on a vibration rig, so it follows that better life expectancy for components could be expected. The Leyland National has belatedly proved that air suspension itself can give better reliability than leaf springs—a conclusion reached in Europe and America at least ten years before it was in Britain, perhaps again influenced by poor road surfaces.

The provision of a built-in retarder as part of the transmission not only gives the assurance of meeting any foreseeable braking legislation but should cut brake lining wear dramatically and hence reduce maintenance requirements.

Taking a further and rather more detailed look at the chassis than was practicable at the time of the Motor Show, I was struck by the care given to detail design. It would take far more space than could be afforded here to describe every item, but the incorporation of the form of engine mounting used on the Titan, with the rear face of the combined engine/gearbox unit suspended by rods from above should eliminate sources of trouble which have been almost literally the Achilles heel of the Fleetline in particular.

The neat and carefully supported pipework is self-evident, but a less obvious yet significant feature is the system of wiring, with main junction boxes front and rear and the main harness intended to be stored separately until the body-builder is ready for it. The aim is that once properly installed, it should be capable of a 15+ year life, yet remain accessible. Incidentally, the Multiplex wiring also described in the October issue is being actively considered for the future, though the key to progress may well be sufficiently low cost for the 37 micro-processors that may be needed.

Road impressions

Wintry weather conditions somewhat limited the opportunity to explore the Olympian's characteristics on Leyland's test track. Two vehicles were available, both having been exhibits at the NEC. The example for Greater Manchester with Northern Counties body was unladen and that for Strathclyde PTE with Alexander body carried an almost full load of test weights. I was able to drive this one for a few minutes.

Like most modern double-deckers, it was simplicity itself, particularly as it had the fully-automatic version of the transmission. This started in second gear when left to its own devices, but the take-off seemed lively enough for most circumstances. I found the accelerator action a little "sticky" even by usual rear-engined bus standards, and I was still trying to evaluate what appeared to be a marked extra kick-down pressure when it was time to hand over to another driver. It did not appear to be having any great effect, but the performance was in any case as much as seemed appropriate on the slushy surface, slippery enough to call for care when walking between the two vehicles.

Ironically, I found myself rather wishing the steering was unassisted so as to get a better indication of much reserve of adhesion there was in these conditions. The

steering effort is sufficiently light to take any exertion out of manoeuvring without seeming disproportionate to the size of vehicle. However, there appeared to be some slight internal friction and I did not get the impression of receiving much indication of what the front wheels were doing or, more to the point, about to do. Familiarity would no doubt give more confidence, but I chose not to experiment, as passengers were moving around inside the vehicle.

The internal noise level in both vehicles was acceptably low, and somewhat reminiscent of a quieter than average Atlantean (which has generally seemed to me pleasantly quiet to ride in, over the years). However, as with some other "new generation" vehicles, heater fan noise was quite prominent, which seems a pity.

The Leyland test track, largely of jointed concrete, has no doubt deliberately been allowed to deteriorate in the way often usual with this form of construction. Both vehicles gave a far more acceptable ride than could have been expected from an Atlantean, Fleetline or VRT, and the



The two Olympians tested had both been NEC show exhibits. The Alexander-bodied version for the Strathclyde PTE in front proved to give particularly good forward vision for upper deck passengers through the new-style front window.

balance of softness against adequate damping seemed about right. One particularly vicious joint at a bridge approach gave the usual catapult effect at the rear of the upper deck but I doubt whether any vehicle with a twin-tyred rear axle could have behaved much differently. The only aspect in which the beam front axle seemed slightly inferior to the i.f.s. Titan (or for that matter the Routemaster) was in a somewhat greater degree of roll when cornering.

Overall, however, passengers should have few grounds for complaints, even in the long-term future. The speed of early orders indicates that Olympians will be found in many parts of the country within the next year or so, and I suspect that they will soon become a familiar sight. However, I cannot resist remarking on the time it has taken to produce a standardised Leyland group double-deck chassis—I recall speculating on the possibilities in an article published in May 1968, a few months after the formation of British Leyland.

Titans rising in the hills

Following the closure of Park Royal, production of the Leyland Titan has now started at Workington. Variations on the National theme are also under way. *Bill Godwin reports.*



THE FIRST of 13 Titan double-deck buses to be built in a temporary Leyland factory at Workington—in the interim stage of the transfer of production from Park Royal—have now been completed and are being delivered to London Transport. Assembly of double-deck buses began last month in the new £4 million purpose-built extension to the National plant which is expected to turn out 175 Titans for LT in the first full year.

LT is also about to take delivery of its first Leyland National II single deckers; these are 10.6m long vehicles in a two-door standee layout.

Current Workington activities also include preparation of body shells for incorporation in the articulated apron service buses for British Airways now being built by Charles H Roe of Leeds, on Danish-made DAB running gear.

The versatility of the modular National design is further highlighted by the construction at Workington of a 16m. long railbus for British Railways. This follows earlier prototypes of National-derived rail vehicles currently being evaluated under service conditions both here in the UK and in the United States.



Top: The first Workington-built Leyland Titan double-decker leaves on its 300-mile delivery run to London Transport. Above right: The 16-metre railbus body taking shape for BR shows its National family likeness. Right: National serial. Rear trailer modules for the British Airways DAB-based articulated buses await collection from Workington. Below: PDI for the first Titan and Mk II Nationals for London Transport.



Fare conditions fading fast

The Traffic Commissioners continued to deal with applications to remove fares conditions throughout December. A number of them were opposed but without success.

The view of the East Midland Traffic Commissioners was indicated by the Chairman, C. M. Sheridan, at Nottingham when dealing with applications by Trent Motor Traction and Barton Transport.

He said that anyone who wanted the regulation of competition in relation to stage carriage services, through the imposition of fares conditions on licences must ask for it in relation to particular individual routes. This was a procedure which could be initiated by anyone, even private individuals.

Trent's application was opposed by Ashfield District Council and Newark District Council and Mr Sheridan told them they would have to satisfy the Commissioners that the removal of fares conditions was not in the public interest, in two respects. First that it would lead to unreasonable use of a monopoly situation and, secondly, to protect competing interests. They must be satisfied that it was essential to retain fares conditions.

Ashfield contended that the removal of fares conditions would be to tolerate flagrant abuses and there would be no protection for the public. Relaxation of control would weaken the protection necessary for uneconomic services, particularly in rural areas. Private operators entering the field would only be interested if there was likely to be a profit. Once fares were decontrolled there would be no guarantee that increases would be reasonable, economic or cost related. Newark's case was that the retention of fares conditions was essential in the public interest.

Keith Orford, Public Transport Co-ordinator of Derbyshire County Council, said they had no objection in principle to the removal of fares conditions. He pointed out that there was a coordination agreement between Trent and Derby City Council whereby Trent operated at fares determined by the Council. This did not form part of the present application.

Mr Sheridan said that coordination by agreement was a perfectly permissible arrangement under the new legislation. The provisions of Section 7 (4) of the Act, enabling Commissioners to impose fares conditions would only be invoked where such an agreement broke down. It was the Commissioners' duty to remove all the fares conditions from Trent licences, whoever might be controlling the fare levels.

The objectors misgivings were irrelevant as there was no option to maintain fares conditions on the basis that the regulation of competition was a good thing in relation

to rural services. The question of Commissioners having to be satisfied it was essential in the public interest to retain fares conditions had to be applied to particular routes and could not be applied generally.

So far as the misuse of a monopoly situation was concerned there would need to be convincing evidence that the public required protection from such misuse in relation to a road service licence.

Referring to the Barton application, Mr Orford said the County Council did not pay them any revenue support. Consequently there was no direct arrangement for consultation. Granting Barton's application, Mr. Sheridan said the Commissioners hoped that voluntary coordination would take place. However, the powers of the Commissioners in regard to regulation of competition were there if instigated by any party.

Ticket fiddle exposed

A number of drivers employed by Greater Manchester Transport and operating one man buses were prosecuted before the Manchester Stipendiary Magistrate. Evidence was given that a large number of GMT employees had been interviewed by the Police in regard to large scale fiddling with ticket machines.

Five men were before the court and the same system had been operated by all of them. At the end of the day's shift they gained entry to the ticket machines and turned the dials back in order to gain money for themselves. The offences were sophisticated as the machines had been designed to avoid tampering. The key was a small seal in the machines—Almex model A—which when removed revealed a screw and a ratchet. When these were undone the machine basically fell apart and it was a simple matter to wind back the dials. After reassembly the seals were replaced by home made ones.

The defendants had got away with it for a long time and when it came to light it was found that the practice had been going on on a large scale. All pleaded guilty and David Kiernan of Failsworth, was sentenced to 28 days imprisonment after admitting 40 offences of theft and ordered to pay £110 compensation to GMT. A ticket machine mechanic was fined £200 for falsifying a ticket machine by tampering with its mechanism and for handling a ticket machine knowing it to have been stolen. Three other drivers were fined, two £100 each and this third £75. A fifth driver had been fined £40 and ordered to pay £8 compensation, earlier.

New stage licence refused

The North Western Traffic Commissioners have refused a new stage carriage application by an independent, Smith's Coaches (Marple) Ltd, on the ground that a grant would not be in the public interest. Smith's applied to operate a circular route in each direction between Marple, High Lane, Disley, New Mills and Staines.

In a written decision the Commissioners said that under Section 5 (b) of the Transport Act, 1980, they must have particular regard to the transport requirements of the area as a whole. Furthermore any transport policies or plans made by the local authorities concerned and Greater Manchester Transport had drawn attention to the Greater Manchester Council policy that the PTE should continue to operate the main stage carriage network throughout the County area. The operation of certain routes or special services by private operators should be coordinated to avoid wasteful competition.

The Commissioners were of the opinion that this policy was contrary to the provisions and spirit of the 1980 Act. To accept it would effectively transfer the licensing function nominally to the County Council and in practice to the PTE as the major operator. Therefore, although taking the statement of policy into account, they discounted it as having no bearing on the application.

The Commissioners also had to regard any relevant objection or representations supporting the contention that a grant would be against the public interest. In this case it was claimed a grant to Mr Smith would result in abstraction of passengers from existing services covering a much wider area with a consequent reduction in revenue to GMT, Trent Motor Traction and British Rail services in the Greater Manchester area. They were in receipt of revenue support from Greater Manchester Council, Cheshire County Council and Derbyshire County Council. No additional support was available to compensate for any lost revenue. The net loss had been estimated at between £12,000 and £13,000.

This would mean that the Greater Manchester PTE, which had the responsibility for coordinating passenger transport in the area concerned, must find savings in cost to that extent to offset the losses.

Smith's proposed service would not operate on Saturdays, Sundays or public holidays and within those limits would provide a facility which, although for the most part available on existing services with change of buses, was not directly available at present. There was no evidence to show how large a section of the communities concerned might benefit but it was likely to be small.

LT 'negligent' on bus security

BUS OPERATORS had a very high duty to lessen the risk of double-deck buses being taken away and driven by unskilled people, and at the very least cab doors should have some device whereby they could be locked.

This was held by Deputy Judge Krikler, in the Bloomsbury and Marylebone County Court last month, when he gave judgement with costs, in respect of damages claimed by London journalist, Martin Hayman, against the London Transport Executive. Mr Hayman had sued to recover £562.57p, the cost of repairs to his car after it had been struck by a Routemaster bus that had been taken from an unattended bus stand, without authority.

London Transport argued that it was common practice in the industry not to have locks on cab doors, and that to have locks or some immobilisation device would be extremely costly. They maintained that it was impractical to permanently supervise bus stands. The risk was negligible when it was seen that only 20 to 30 buses a year were taken, an extraordinarily small incidence when the size of London Transport's fleet was considered.

Judge Krikler said the magnitude of the risk and the possible consequence of an accident had to be weighed against the dif-

iculties and expense of precautionary measures.

When the possible consequences were considered, the taking and driving away of a double-decker, without the requisite driving skill, was a very real public menace.

The taking of a vehicle without the owner's consent was now a common offence and it must be foreseeable that someone without the required skill was likely to take a double-decker. The standard of care required of operators which was good enough in 1958, when Routemasters first came into service, was not good enough today. Operators must have a high duty to lessen the risk in some way.

A device whereby the cab door could be locked would substantially reduce the risk from children, mischievous adolescents and drunks. It was not a case of dealing with professional thieves.

If the provision of a lock was too difficult or expensive, then there must be supervision of the bus stand. Where buses were going to stand in a residential area, with a risk to children and it was impossible to make them very much more difficult to move, then either the bus stand itself should be moved to a less dangerous position or supervision would have to be provided.

National Welsh submitted that in addition to seven municipal operators in Mid-Glamorgan there were more than 20 others operating. They had already received indications that those with works and schools services might seek to expand in order to obtain the benefit of fuel duty relief and bus grants.

Turning down the objections the chairman, Ronald Jackson, said that when the blanket proposal was made the Commissioners did not consider it essential that fares should remain on licences and it appeared this was generally accepted.

There were 469 operators in the South Wales Traffic Area and only five objecting; there had been three objections from the six counties and five from the 25 district councils three of whom were themselves operators. It was apparent the objections had all resolved into representations and the Commissioners were quite prepared to accept the National Welsh suggestion that the Commissioner's office maintain a register of every notice indicating the interest of an operator making changes on his licence.

Mr Jackson added that the Commissioners did not consider, despite the fears expressed, that operators who had used common routes over the years were going to drop fares in order to cream off traffic.

Private operators fill gap

There are signs that private operators will step in to fill the gap left by major revisions of school services which involved substantial withdrawals, by West Yorkshire PTE, NBC subsidiaries and Metro-National, in West Yorkshire. At first there was strong local authority objection to the plans affecting PTE, Metro-National, West Riding Automobile Co, Yorkshire Traction and Yorkshire Woollen District Transport services covering the Leeds, Wakefield and Kirklees districts.

After consultation substantial amendments resulted in Leeds City Council, the City of Wakefield District Council and Kirklees Metropolitan District Council withdrawing objections. A number of independents have already expressed interest in replacing the journeys withdrawn and application for licences are expected to be made shortly.

There is likely to be opposition from the existing operators as Ford's of Ackworth, who applied for a licence to run a service from Ackworth to the Hemsworth High School, faced opposition from West Riding Automobile. West Riding had put a revised service into operation on November 24. Deciding that this ought to be given a six months trial the chairman, Maj Gen V. H. J. Carpenter, said the Commissioners refused the application by Ford's. He warned that they would view the situation differently if there was evidence from parents at the end of that time, that the revised service had not proved satisfactory.

Works services to go public

Ten works services operated by Hills of Tredegar are now open for public carriage after the removal of restrictions allowing only the carriage of the employees of the factories concerned. All had been operated under stage carriage licences but under the 1980 Act were classified as contract services for which licences were not required.

The application for removal of the conditions was opposed by National Welsh at a Cardiff sitting. The objector was concerned about probable abstraction of traffic from intermediate points and sought restriction of the services to picking up at the terminals only.

W. Clarke, Hill's Traffic Manager, said that if the services were not operated as stage carriages open to the public, then the company would lose around £20,000 in fuel rebate alone. That would necessitate a steep increase in fares just to get back to the present financial position. Major reorganisation would be necessary and it was possible that some services would have to be withdrawn through fares becoming prohibitive. During 1979 in excess of half a million passengers were carried on the services. If they had to be withdrawn National Welsh did not have the facilities to meet the needs of these passengers.

Granting the applications the Chairman, Ronald Jackson, said the Commissioners were satisfied that the proposed restriction

would mean that the services would not, in reality, be open to the public. One major operator had given assurances to another, in public before the Commissioners, and those assurances should be accepted and respected.

Objections fail in South Wales

The blanket removal of fares conditions by the South Wales Traffic Commissioners was strongly opposed at a Cardiff sitting. National Welsh Omnibus Co; Jones Omnibus services; Mid-Glamorgan County Council; Ogwr Borough Council; Rhymney Valley BC; Taff Ely BC; and Merthyr BC; appeared to lodge objection.

Brian Rowlands, Assistant County Planning Officer of Mid-Glamorgan, said they accepted there were advantages in the 1980 Transport Act but felt they were outweighed by the disadvantages. The Council's concern was that it was in the public interest to retain control where the services of two or more main operators ran parallel or where private operators' services ran parallel with the main operators. Such situations were particularly common in Mid-Glamorgan and the retention of conditions was essential to regulate competition.

The way we were

THE AUTHOR is a regular contributor to COACHING JOURNAL with his series "Look Back with Pleasure". These are largely anecdotal, whereas his latest book is an illustrated review of "seventy years of motor coaching". In the 15 chapters there is an in-

CHAR-A-BANCs AND COACHES. By Stan Lockwood (Marshall, Harris and Baldwin, Box C26, 17 Air Street, London W1. £6.95).

roduction to each and photographs galore with extended captions in the author's inimitable style.

This covers the period from the beginning of the century, when charabancs appeared gargantuan and grotesque, to the early 'thirties when technical advances produced the handsome and efficient motor coaches which were the forerunners of the vehicles of today.

From the chapter entitled "Something Special", it appears that executive and sleeping coaches were not an unfamiliar sight in the late 'twenties, while during the same period there are some exquisite scenes of some of the contemporary coach stations. The author illustrates some post-war models, but unfortunately errs in his reference to the record-breaking journey from London to Moscow. This was a Ford Motor Company expedition and not Excelsior of Bournemouth, although Vernon Maitland was one of the co-drivers!

This excellent book will undoubtedly revive memories of a very attractive period in coach travel.

John Fielder

PARK ROYAL COACHWORKS. Volume 2: 1942-1980. By Alan Townsin (Transport Publishing Company, Glossop, Derbyshire. £10.00).

CONTINUING his history of Park Royal Coachworks, Alan Townsin in Volume 2 takes the story on from 1942 where the earlier volume finished to 1980 when, sadly, the company's illustrious career came to an end. The last product to come from the Park Royal works was the Titan double-decker which suffered serious production hold-ups leading to its transfer to Workington.

Although there was not quite the wide ranging variety of styles after 1945 that had been such a feature of Park Royal's output in the 1930's, bespoke bodies were produced for longer than was generally the case.

This excellent pictorial survey of Park Royal products also provides interesting reading, describing as it does not only the variety of models produced but also quite a lot about the people behind the designs.

Park Royal was early in the field in this country in the production of integral vehicles and in the early 1950's the company introduced the Monocoach in which the underframe and the running units were assembled at AEC like a conventional chassis and the body built up on the underframe after arrival at Park Royal.

On the coach side well-remembered models included the half-deck AEC Regal IVs for British European Airways. Many coaches were built for the East Kent company, and in 1966 a new design of body

styled by John Reid and named the Royalist was introduced in an effort to enter the general coach market. This aim was not, unfortunately, realised but the Royalist certainly led to some new thinking on coach design.

Prior to the ill-fated Titan the Routemaster—and before that, the RT—formed a major part of Park Royal's production.

John Speed

ROADS, RAILS AND FERRIES OF THE SOLENT AREA 1919-1969 by D. Fereday Glenn (Ian Allan Ltd, Terminal House, Shepperton, Middx. £7.95).

THE FAMILY of the author of this book has been involved with the development of transport in the Solent area for many years. Thus, he has been able to introduce an autobiographical note that adds greatly to the interest of the narrative.

He deals with the tramway age and their eventual replacement by buses.. Interesting too is the story of the birth of the Southern Railway in 1923 brought about by the marriage of the LBSC, LSW and SE & C railways.

The fourth epoch following the austerity and hard times of 1939-'49 is called the turn of the tide followed alas, by epoch five entitled 'Downhill all the way.' This well written and well documented history of public transport in the Solent area is particularly well illustrated and sensibly includes a double-spread map of the area both on the flyleaf and the end papers.

John Speed

Letters

"Direct" bookings explained

Sir,—We notice that your columnist *Citator*, in his Travel Scan feature of the December issue, accuses us of encouraging our driver/couriers to solicit direct bookings.

I am quite sure that this is certainly a case of complete misunderstanding and this is not the first report we have seen, but we believe it may stem from precisely the same source. We would wish to state quite clearly that our policy has always been, for over 40 years, to give full and positive support to the travel agents network for the promotion and sales of our inclusive holidays, and indeed for other brands of our products.

A recent example has been the way in which we brought the complete travel trade into the launch of the British Coachways network and I am sure that your writer would recognise the consistency of that policy.

Let me explain how a misunderstanding can occur, and I am sure it is as simple as this.

All our driver/couriers are extremely keen to see the success of the company, and they will always encourage people to 'book Wallace Arnold' for their future holidays, and quite simply this means book a Wallace Arnold holiday, *not* book with a Wallace Arnold office.

There is no possible motive for a driver/courier to seek direct bookings and indeed he would not even be aware that there was any distinction or that such a distinction had any significance. They are concerned, through their persuasive selling techniques, to ensure that clients re-book on the holidays in future years.

I am sure you will recognise that we will do nothing to discourage that activity. Driver/couriers are extrovert characters and it is part of their quality, and certainly a reason why we employ them, that they are talkative people in addition to being able to manoeuvre an expensive piece of equipment about the country.

We are quite confident in saying that we put our money where our mouth is and we have just launched a complete Travel Agency orientated sales campaign on what we call our £30,000 Brochure Bingo Scheme (COACHING JOACHING, January), and this has the motive of ensuring that potential customers go into the Travel Agent's Office, not once but at least twice.

I am sure that the true perspective of our policy and our historical record is clear to you and perhaps Mr *Citator* should himself, carefully check comments such as this before accusing us of being 'naughty-naughty'!!

R. HINSLIFF

Director & General Manager

Wallace Arnold Tours Limited,
Gelderd Road,
Leeds. LS12 6DH.

Rubbish. Actually, I wanted to use stronger language, but the Editor was averse to the publication of obscenities in a nice family magazine such as COACHING JOURNAL!

My vituperative remark is a response to some pearls of wisdom from Alan Wells, Chairman of ABTA's Roadways Committee. In mid-January, I read his comments that agents should not offset negligible commissions, resulting from low price coach fares by charging booking fees. "I can understand why some agents feel the need to do this, but personally I would rather not see it. It goes against everything the travel industry has said about not levying booking fees. By the time high season comes along, there will be far fewer coaches available. They will be too precious to use on these give away fares".

I do not share Alan's optimism. Has he never heard of competition? My comments in these columns last month, showed that ferry operators during 1980 rushed lemming-like to beat each other in a price war.

With some Summer, 1981 car ferry fares even lower than 1980, it is clear that price war continues unabated.

I believe the same thing will happen in the express coach field this Summer, as operators fight for shares of the high load factor lucrative Summer business.

Thirty years ago, travel agents certainly claimed that they charged no booking fees. But these days there is great public awareness that travel agents earn commissions. Ask any customer and they will tell you that you are earning 10% profit, even when you are not. Already, there is pressure in the air sector for the introduction of the nett fare concept, agents being allowed to add on whatever profit they think the market will stand. Profit is not a dirty word.

I understand that National would consider the matter, if there was an approach to have booking fees reinstated. But if the only representative body, ABTA's Roadways Committee doesn't agree with it, there seems little that can be done. A fee of 23p per booking would be hardly noticeable to the customer. After paying onwards the 3p VAT, agents would still be left with an extra 20p per transaction, which might make coach bookings profitable again.

Irish riddle

"Through booking to Dun Laoghaire" was the headline on the National circular. It went on to describe an inclusive price, covering service 853 to connect "with the fast ferry link".

The wording seemed to have a familiar ring. Last year, if I remember rightly, National introduced an express coach service between Manchester's Chorlton Street station and Liverpool Pierhead, connecting with the new B + I Jetfoil service.

A little investigation discovered that the coach service was withdrawn, long before the Jetfoil, due to lack of support. And there are no plans to reintroduce a connecting coach service when the Jetfoil starts again in May.

Another aspect of this note from National intrigued me. The price of the through single fare from London is £18. Considering that the normal port-to-port fare between Holyhead and Dun Laoghaire is £13, this certainly seems good value for money.

Time to reconsider booking fees

British Coachways' fare from London to Liverpool of £4 added to the mid-week single B + I fare from Liverpool to Dublin of £17.50 looks poor by comparison.

What's that? I actually appear to be praising National? Then let me stab them in the back, for I was quite disgusted to see that the second page of the circular concerning ticketing procedure said, "never issue one through ticket". The examples they gave, showed two National tickets issued in conjunction with each other.

So what ever happened to the beautiful new tickets I wrote about in the *Travelscan* column last Autumn? Specially designed with multiple copies and space for up to three sectors of a multi-stage journey, these would have been ideal for a trip from London to the Irish Republic. My staff were told on National's courses, that the new tickets would be issued in November.

I phoned National to find out what had happened, but didn't get an answer. Their spokesman had a frog in his throat!

The value of Prestel

Apparently, no fewer than 1064 coaches left Victoria during the three days before Christmas, 1980, indicating that National have had some success with their marketing efforts.

So what is the harm in telling their agents about the goodies? I am now referring to the Prestel experiment, which started at the beginning of January. But at the time of writing this piece, in the middle of the month, they haven't got round to telling me about it.

In case this still hasn't happened by the time you receive this issue of COACHING JOURNAL, let me put you in the picture. Information on the services can be called up on Prestel by keying no. 27653, but this will only give you the index.

Travel agents should instead key no. 276533 when they will access a pair of frames which outlines the use to which the Prestel pages should be put. "For agents, each frame contains all the information required to complete a ticket, giving the details of departure and arrival, times, days of operation and service number. NX stands for National Ex-

press and need not be put on the ticket. The frame also contains all relevant fare information. Where a change is necessary, this information is also given."

Like myself, you may be fascinated to read that both price and timetable information are presented together, which is what I have been requesting for many years in the coach guide.

The information tree has been structured with a main index and a series of sub-indexes, so that you can go from the initial frame to another allowing you to choose whether you want service details from Birmingham to Bristol, Leeds, Liverpool, London, Manchester or Sheffield.

Another sub-index frame allows the Prestel user to choose information from London to Barnsley, Birmingham, Bournemouth, Bradford, Bristol, Cardiff, Coventry, Darlington, Derby, Exeter, Leeds, Leicester, Liverpool, Manchester, Newcastle, Northampton, Norwich, Nottingham, Plymouth, Sheffield, Southampton or Swansea.

I trust it is not too much of a presumption on my part, that soon, National will publish a list of their frame numbers. It was neither cost nor time effective for me to go through various frames incurring both Prestel and telephone charges before I accessed the details for a particular route.

Once there, however, the claims that all the information I needed to write out a ticket was provided and were reasonably justified. When I put up on the screen the Birmingham to Bristol details, I was told that connections to Bristol were also detailed in full on tables 325, 346 and 347 of the National Guide.

Unfortunately, this was not entirely true, hence the word "reasonably" that I have just used. There was a statement that the £2 Beeper fare was available on all services with no reductions for children. It became necessary to check whether a child between three and thirteen, entitled to a half fare to the nearest 50p. above, might be better ticketed at half of one of the other rates.

Users of National's Viewdata pages were invited to make comments to Chris Brown at the Redditch office, telephone 0527 60294.

Apart from what I have already said, I certainly felt that some editing of the wording would achieve more information on the frames.

For examples, was it really necessary to state on Prestel, "all tickets are issued subject to the standard conditions of National Travel (NBC) Limited, which are available for inspection at offices and agents."?

During this decade, Prestel will grow to become a national service for the public, covering millions instead of the few thousand ordinary consumers with Viewdata sets at the present time. It would delight me, as a travel agent, if National made a clear statement on each of their frames, that tickets were available from their appointed agents, for in due course, a recommendation of this nature, will be very important to travel retailers.

All in one place?

London readers will have been very pleased with the switch of many National services to go through Golders Green bus and underground station. The allocation of several bays to NBC makes available some reasonable terminal facilities, very different from the spartan conditions travellers have sustained in recent years, while waiting at Hendon.

The British Coachways consortium continue to com-



French coach operators were "extremely complimentary" about the coach they used when they visited Leicester while over here for the recent BTA European Coach Workshop at Blackpool. They toured the city to see its attractions and value as a centre for tours and used a Plaxton executive-bodied Volvo coach operated by G. K. Kinch of Rothley. Charles Yeates, Chairman of W.S. Yeates Ltd. was closely concerned with the operation and said that it proved that, given the right brief, "the two British coachbuilders are capable of producing products which not only equal the best available from overseas but in many important features far exceed them".

plain like stuck pigs that National deny them access to any NBC terminal facilities. This controversy has me in two minds. If I had been a National executive, I would have taken a similar commercial decision as a sensible matter of business, for it gives National travellers some clear benefits, which cannot be matched by competitors.

This decision has, however, served to highlight the situation that alternative local authority or other coach terminal facilities, throughout the UK, are almost non-existent. Would readers consider it reasonable for British Airways to insist that only they could use the major British airports? Of course not; quite rightly, airports are run independently of the transportation companies using them.

It would be a very wasteful duplication for there to be dual terminal facilities in every small town. I believe that if National will not allow shared use on a rental basis, then the Government may step in, to cause the development of independent bus and coach terminal facilities, available to all comers.

To pee, or not to pee?

One of my customers complained bitterly the other day, about the British Coachways Wallace Arnold service to Scotland. She said that the booking clerk had misled her into believing there would be a toilet on the coach.

"My husband had a few drinks before we boarded the coach and was painfully embarrassed because there was no WC. He walked to the front of the coach to ask the driver to stop, but to no avail. 'What do you expect for £7' was the driver's reply."

BC and WA please note. Certain facilities at terminals, as well as on long distance coaches are essential. As British Coachways develops, I hope it will avoid like the plague, some of the so called passenger terminals, which are nothing more than former bomb sites with dangerous potholes and ankle-deep mud.

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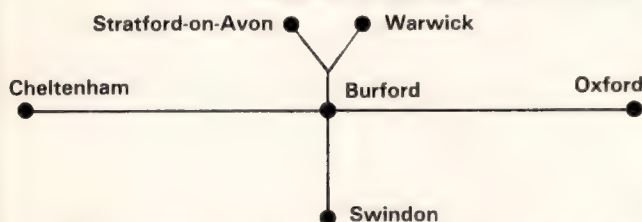
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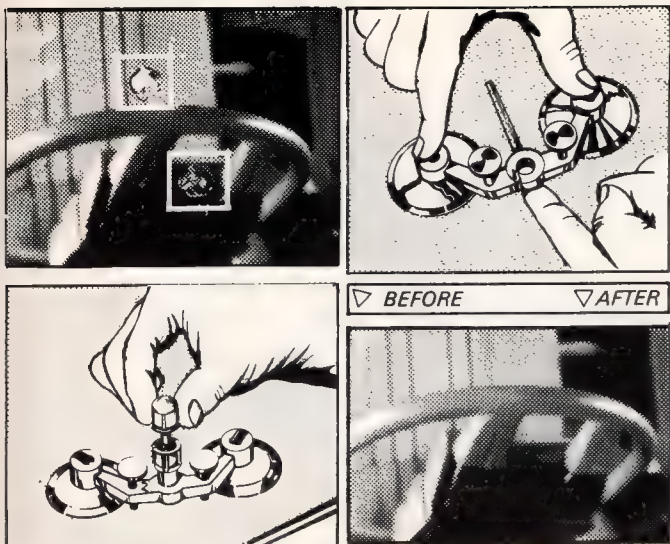
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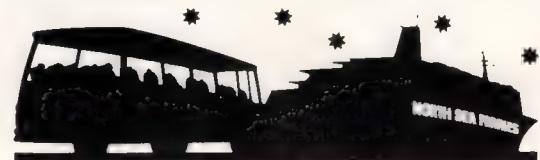
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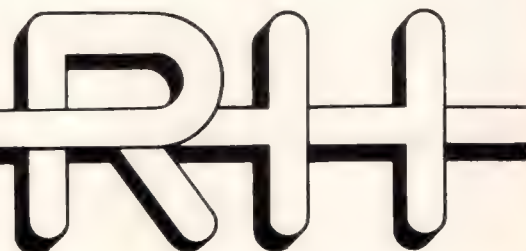
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	 SEAMARKS COACH & TRAVEL GROUP LIMITED	Seamarks House, 387 397 Dunstable Road, Luton	All size coaches	(0582) 54191 (10 lines) 24 hour service Telex 826968
	Tricentrol COACHES (Dunstable)	Tavistock Street, Dunstable and at Luton Airport	All sizes and executives	(0582) 64331 Telex: 826342
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Blackpool	FYLDE BOROUGH	Squires Gate, Lytham St. Annes	44 to 53, also double-deckers	(0253) 48247
Bournemouth	Bournemouth Transport	Mallard Road, Bournemouth BH8 9PN	All sizes and Open Top Buses	(0202) 522661
	» SHAMROCK & RAMBLER	National Travel (South West) Ltd., 77 Holdenhurst Road	41-53	(0202) 27616
Bristol	» WESSEX	National Travel (South West) Ltd., 54 Moravian Road, Kingswood, Bristol	36-53 seaters and Executive	(0272) 612717
Bucks.	Tricentrol COACHES (Milton Keynes)	191 Queensway, Bletchley 18 Market Square, Leighton Buzzard	All sizes	(0908) 72952 Leighton Buzzard 372743 Telex: 826342
Cambs.	YOUNG'S Coaches	King Street, Rampton, Cambs	29-57	Cottenham 50371 Cottenham, 50213 (24 hours) Telex: 817755
Dorset.	Bere Regis Coaches	7 Bridport Road, Dorchester	12, 19, 25, 33, 41, 45, 51, 53	(0305) 2992/3/4/5
Durham	PONDEROSA International	Chaytor Terrace, Fishburn, Co. Durham.	45-53 (tables optional)	Sedgefield (0740) 20709
Essex	SUPREME Travel	303 London Road, Hadleigh, Benfleet, SS7 2BN	All sizes	Southend 557261 (24 hours)
	Travel with WOODS COACHES of Wickford	The Garage, Downham Road, Ramsden Heath, Billericay, Essex.	All sizes	(0268) 710551 (037-44) 61721
	S & M COACHES	42-52 Benfleet Road, Hadleigh	All sizes 12 to 57	Southend 555871 or 555190
Exeter	» GREENSLADES	National Travel (South West) Ltd., 29 Paris Street	41-53	(0392) 74103
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	Tricentrol COACHES (North Star)	Letchmore Road, Stevenage	All sizes	Stevenage 54128 Telex: 826342
Lancs	HIGHFIELD MINI COACH HIRE	203 Ormskirk Road, Newtown, Wigan, Lancs Jubilee Garage, Frith Street, Wallgate, Wigan, Lancs	12, 20, 25, 29 seaters	43672 & 38422 41349
Leics	Tricentrol COACHES (Housden Caldwell)	Wards End, Loughborough, and at East Midland Airport 70 London Road, Coalville, Leics	All sizes	(0509) 31067 (05093) 63552 (0530) 39891 Telex: 826342
	HOWLETT'S (a TRICENTROL Company)	94 Barrow Road, Quorn, Nr. Loughborough	All sizes and Executives	(0509) 414042 Telex: 826342
London (North)	GREY-GREEN COACHES	53 Stamford Hill, N16 5TD Telex 262950	All sizes	01 800 8010
London (East)	GALLEON COACHES (Essex County Coaches Limited)	Leyton Road, Temple Mill Lane, Stratford, E.15	41-53	01-534 4037/8/9
	LACEY'S COACHES	222 Barking Road, East Ham, E 6	29 to 53 seaters and Executives	01 472 0311/3626
	POPULAR COACHES LTD.	97 Barking Road, Canning Town, E 16	29, 41, 45, 52	476 5542/3/4
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	» NATIONAL TRAVEL	191 Rushey Green Catford, SE6 4BD	All size coaches	01-461 2222
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	Golden Miller	Fern Grove, Feltham London	EXECUTIVES Courier Diplomat	01 890 5002, 3234 9411 and 6475
London	» NATIONAL TRAVEL	National Travel (London) Ltd., Victoria Coach Station	Executives and all size coaches	01-461 2222
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Manchester	Fieldsends Travel	Cheltenham Street Coach Station, Salford M6 6PA	17, 29, 45, 53, & Executives	061 736 5331
	J. B. TATLOCK & SON LTD.	44 Stand Lane, Radcliffe, Manchester	20, 29, 41, 45 53, 57	061 723 3187 061 723 2665
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Notts.	Skills Group	1 St. Peter's Street, Radford, Nottingham	29 57 seaters	Nottingham 74645
Sheffield	» NATIONAL TRAVEL	National Travel (East) Ltd. Central Bus Station, Sheffield	29, 41, 47, 53	(0742) 739966
Surrey	Crystal Palace Coach Cruises	71 Howberry Road, Thornton Heath, Surrey, CR4 8HZ	29 49 seaters	01 670 9136
North Wales	GOLD STAR TRAVEL · HOLIDAYS · COACHES	P.O. Box 5, Rhyl	All sizes	Rhyl (0745) 583388 (3 lines)
South Wales	» GOWER VANGUARD	National Travel (South West) Ltd., 1 Plymouth Street, Swansea	Various sizes	(0792) 469797
Warwicks.	G & G COACHES (LEAMINGTON) LTD.	Althorpe Street, Leamington Spa, Warwicks	12-53 seaters	(0926) 24800
West Midlands	BOWENS	101 Cotterills Lane, Alum Rock, Birmingham, B8 3SA	12-53 seaters	(021-327) 5921/2/3
Yorkshire	EDWARDS COACHWAYS LIMITED	48 Victoria Drive, Horsforth, Leeds, LS18 4PW	All sizes and double-deckers	(0532) 588619
	RHODES COACHES	Sedor Garage, Station Road, Guiseley, Leeds LS20 8BX	16, 45, 53 seaters	(0943) 73871 or 75548
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	MOSS MOTOR TOURS (INDEPENDENT)	5 St. John's Road, Sandown and Ryde	All sizes	(0983) 402214
	Seaview Services (INDEPENDENT)	Seafeld Garage, Seaview and Ryde	All sizes	Seaview 3100
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1978 (September) FORD R.1114 Moseley Continental 'Estoril II' (53), interior red, exterior maroon and fawn	£23,725
1978 (August) BEDFORD YMT Van Hool '300 Line' (53) interior red, exterior ivory and red	£23,725
1978 BEDFORD YMT Moseley Continental 'Estoril II' (53), interior red, armrests, exterior ivory and red	£21,975
1978 FORD R.1114 Plaxton Supreme (53), interior Autumn tint, exterior ivory, mustard and orange	£21,975
1978 FORD R.1114 Duple Dominant (53), interior red, exterior ivory and green	£21,975
1978 FORD R.1014 Plaxton Supreme (41), interior red, armrests, exterior all ivory	£19,475
1977 (October) BEDFORD YMT Moseley Continental 'Estoril II' (53) interior Autumn tint, armrests, exterior ivory and yellow	£19,975
1977 FORD R.1114 Plaxton Supreme (53), interior red, exterior ivory and red	£17,975
1977 BEDFORD YLQ Plaxton Supreme (45), interior blue exterior ivory orange and blue	£15,975
1977 BEDFORD VAS5 Plaxton Supreme (29), interior red, exterior ivory, pink and blue	£13,975
1976 (September) FORD R.1114 Moseley Continental 'Estoril II' (53), interior red, armrests, exterior ivory and maroon	£16,475
1976 (September) BEDFORD YMT Van Hool '300 Line' (53), interior brown, exterior green and black	£16,475
1976 BEDFORD YRT Moseley Continental 'Estoril II' (53), interior mustard, armrests, exterior ivory and yellow	£14,975
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1975 (November) FORD R.1114 Duple Dominant (53), interior red, exterior ivory and crimson	£13,475
1975 (August) BEDFORD YRT Moseley Continental 'Estoril II' (53), interior blue, armrests, exterior ivory and blue	£13,475
1975 (August) BEDFORD YRT Plaxton Panorama Elite Express (53), interior red, exterior black and green	£14,225
1975 BEDFORD YRT Plaxton Panorama Elite (53), interior Autumn tint, exterior ivory and mustard	£11,975
1975 FORD R.1114 Duple Dominant (53), interior red, exterior ivory and blue	£11,975
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1975 BEDFORD YRQ Duple Dominant (45), interior brown, exterior ivory and brown	£10,975
1974 (October) FORD R.1114 Moseley Continental 'Estoril II' (53), interior yellow, armrests, exterior ivory and yellow	£10,975
1974 (August) BEDFORD YRT Duple Dominant (53), interior gold, exterior beige and orange	£10,975
1974 FORD R.1114 Moseley Continental 'Estoril II' (53), interior blue, armrests, exterior ivory and blue	£9,975
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1974 BEDFORD YRQ Moseley Continental 'Cascais II' (45), interior red, armrests, exterior ivory and mustard	£7,975
1974 (August) BEDFORD YRQ Duple Dominant (45), interior red, exterior ivory and blue	£7,975

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Kirkby take over Kingsforth

THE KIRKBY CENTRAL GROUP took over the Kingsforth Motor Group at the beginning of last month.

The three principal companies involved are: Kingsforth Bus and Coach Ltd, Ford PSV distributors; Kingsforth PSV Ltd, Volvo PSV distributors; and Kingsforth of Yorkshire, BL cars main dealer.

Kingsforth Hire Ltd and Springfield Garden Centre are not included in the acquisition and remain entirely independently

owned.

The directors believe that, following consolidation and some rationalisation, the combined multi-franchise group will have the ability and resources necessary to exceed the considerable growth rate already demonstrated separately by both companies prior to this merger.

Group turnover will exceed £45m. during 1981 and over 480 people are currently employed.

Whirlwind gets the first YNT



Above: Whirlwind Travel, of Blackpool have taken delivery of the first new Bedford Turbo YNT 11-metre chassis with Duple Dominant II luxury coach bodywork. Specification includes 53 standard luxury seats, additional 23 cu. ft nearside luggage locker, bronze tinted anti-sun side windows and a very attractive paint scheme in brown and fawn. The vehicle was supplied by Errington of Evington.

Supreme for Supreme

Right: This Plaxton Supreme IV bodied Volvo B58 12-metre has recently been collected by Abridge Supreme Travel of Hadleigh, Essex. The specification includes 53 E-type seats, air-powered door, laminated front wind-screens, anti-sun tinted side windows and blue fitted curtains to match the interior. The neat livery features a special paint line of blue. The vehicle was supplied by W. S. Yeates Ltd. Abridge Supreme Travel was formed in 1969, when Abridge Travel took over the Supreme Coach Company and has since expanded from five coaches to 16, mostly Plaxton bodies on Ford chassis, this being their first Volvo.



1980 bus and coach registrations close to 1979

LAST YEAR did not finish as badly for bus and coach sales in Great Britain as might have been expected. In fact, the total number of vehicles registered in 1980 was only eight less than in 1979, whereas truck sales fell seriously to the tune of 23%.

The total number of PSVs registered last years was 5,792 against 5,800 the previous year, according to figures released by the Society of Motor Manufacturers and Traders. By way of comparison, sales of rigid and articulated trucks over 3½ tons fell from 79,586 to 61,301.

The figures for individual makes are as follows:

	1980	1979
Leyland	3,059	3,408
Bedford	905	1,083
Ford	555	592
Dennis	62	43
Seddon	86	143
Volvo (Scotland)	60	64
Other British	574	227
Total British	5,301	5,560
DAF	48	20
MAN	25	1
Mercedes-Benz	1	2
Volvo (Sweden)	393	216
Other imports	24	1
Total imported	491	240
Grand Total	5,792	5,800

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1979 BEDFORD YMT Plaxton 49 seater. Blue/Grey ...	£22,400	1973 SEDDON 6534 Duple Dominant 57 seater. Red/Blue ...	£8,950
1978 BEDFORD YLQ Duple Dominant 45 seater. Red/Cream	£18,500	1973 BEDFORD YRT Plaxton Panorama 45 seater. Blue/White	£5,950
1978 BEDFORD YLQ Plaxton Supreme 45 str. Blue/Cream/Red	£18,500	1973 BEDFORD VAS Plaxton 29 seater. Red/White/Blue ...	£6,450
1978 BEDFORD YMT Plaxton Supreme 53 str. Red/White/Blue	£19,400	1972 BEDFORD SB5 Duple Vega 41 seater. Duo Blue	£3,450
1978 FORD R1014 Duple Dominant 45 seater. Black/White	£18,500	1972 BEDFORD YRQ Duple Viceroy 45 seater. Blue/White	£4,250
1978 LEYLAND 11m Plaxton Supreme 53 seater. Blue/Cream	£29,850	1972 FORD R1014 Duple Viceroy 45 seater. Orange/Cream	£4,450
1978 VOLVO B58 Plaxton Supreme 53 seater. Red/White/Blue	£29,850	1972 FORD R1114 Duple Viceroy 53 seater. Blue/Cream	£5,800
1978 AEC 760 Duple Dominant 51 seater. Green/Cream	£26,950	1972 FORD R1114 Duple Viceroy 53 seater. White/Yellow	£4,950
1977 (Nov) AEC 760 Duple Dominant 53 seater. Red/Cream	£24,750	1972 FORD R226 Duple Viceroy 53 seater. Yellow/White/Red	£4,950
1977 LEYLAND LEOPARD Plaxton Supreme 51 str. Brown/Cream	£25,450	1972 SEDDON DUPLÉ Viceroy 57 seater. Green/White	£4,500
1977 FORD R1014 Duple Dominant 45 seater. Tan/Cream	£16,500	1972 AEC 12m Plaxton 50 rec. seats. Duo Blue/White	£9,950
1977 BEDFORD YMT Plaxton Supreme 53 seater. Red/DuoBlue	£16,500	1971 AEC Plaxton Panorama 53 seater. Black/Gold	£5,950
1977 BEDFORD YMT Duple Dominant 44 rec. sts. Yellow/Brown	£17,250	1971 AEC 691 Plaxton Panorama 53 seater. Cream/Red	£6,750
1977 BEDFORD YMT Plaxton Supreme 45 rec. sts. Cream/Green	£17,250	1971 LEYLAND LEOPARD Plaxton 53 seater. White/Duo Blue	£9,450
1977 BEDFORD PJK Duple Dominant 29 seater. White	£13,750	1971 AEC 505 Plaxton 45 seater. Red/White	£4,850
1977 BEDFORD YLQ Plaxton Supreme 45 seater. Red/Cream	£16,500	1971 FORD R226 Duple Viceroy 53 seater. Red/Ivory	£4,450
1976 BEDFORD YRQ Plaxton Panorama 45 seater. Cream/Red	£12,750	1971 FORD R192 Duple Viceroy 45 seater. Red/Ivory	£3,450
1976 (Dec) BEDFORD PJK Duple Dominant 29 seater. White	£12,250	1971 BEDFORD VAL 70 Plaxton 53 seater. Green/White/Blue	£3,250
1976 BEDFORD YRT Plaxton Sup. 53 str. Blue/Orange/White	£14,250	1971 BEDFORD SB5 Plaxton 41 seater. Grey/Blue	£2,650
1976 AEC 760 Duple Dominant 53 seater. Brown/Red/Beige	£19,750	1971 BEDFORD YRQ Duple Viceroy 45 seater. Blue/Cream	£3,400
1976 BRISTOL LH Plaxton Supreme 45 seater. Turquoise/White	£14,450	1971 BEDFORD SB5 Duple Vega 41 seater. Red/Cream	£2,650
1976 VOLVO 11m Plaxton Supreme 53 seater. Black/Gold	£24,850	1970 BEDFORD SB5 Plaxton 41 seater. Cream/Red	£1,950
1975 LEYLAND 10m Duple Dominant 45 seater. Yellow/White	£16,950	1970 BEDFORD SB5 Duple Vega 41 seater. Red/Cream	£1,950
1975 VOLVO B58 Plaxton Pan. Elite 53 seater. Black	£19,500	1970 FORD R192 Duple Viceroy 45 seater. Turquoise/White	£1,950
1975 AEC 760 Plaxton Pan. Elite 53 seater. Orange/Beige/Black	£16,500	1970 FORD R192 Plaxton Panorama 45 seater. Brown/White	£1,950
1975 FORD R1014 Plaxton Derwent 46 seater. Maroon/Black/Beige	£8,450	1970 FORD R226 Duple Viceroy 53 seater. White/Green	£3,450
1975 BEDFORD YRT Duple Dominant 53 seater. Orange/Cream	£11,950	1970 LEYLAND LEOPARD Plaxton 53 seater. Cream	£5,250
1975 BEDFORD YRQ Duple Dominant 45 seater. Green/Cream	£11,250	1970 LEYLAND DUPLÉ Commander 53 seater. Green/Red/Blue	£5,250
1975 BEDFORD PJK Plaxton 29 seater. Red/Cream	£10,450	1969 AEC Plaxton Panorama 51 seater. White	£2,950
1975 BEDFORD PJK Duple Dominant 29 seater. Red/Yellow	£10,450	1969 BEDFORD VAL Duple Viceroy 53 seater. Blue/Grey	£950
1975 (Nov) BEDFORD SB5 Plaxton 41 seater. Mauve/White	£10,450	1969 BEDFORD VAL Duple Viceroy 53 seater. Cream/Orange	£1,450
1974 BEDFORD PJK Duple 29 seater. White	£8,450	1969 BEDFORD VAM Plaxton 45 seater. Turquoise/White	£850
1974 BEDFORD YRQ Plaxton Pan. 45 str. Red/Cream/Gold	£7,900	1968 BEDFORD VAM 70 Duple Viceroy 45 seater. Cream	£650
1974 BEDFORD YRT Plaxton Panorama 49 seater. White	£8,500	1968 LEYLAND LEOPARD Alexander 49 seater. service. White	£1,550
1974 FORD R1014 Plaxton Panorama 45 seater. White	£7,950	1967 FORD R226 Plaxton 52 seater. Blue/Cream	£1,375
1974 FORD R1114 Plaxton Panorama 53 seater. Green/Red/Cream	£8,500	1966 FORD R226 Duple Mariner 52 seater. Green/Cream	£950
1974 AEC 760 Plaxton Pan. Elite 57 seater. Brown/Red/Beige	£11,250	1966 FORD R192 Duple 45 seater. Green/White	£950
1974 BRISTOL LH Plaxton Panorama 51 seater. Red/Blue	£12,850	1964 BEDFORD VAL 14 Duple 52 seater. Orange/White	£550
1974 AEC 760 Plaxton Panorama 53 seater. White/Blue/Red	£14,950	1964 BEDFORD SB2 Plaxton 41 seater. Red/Cream	£525
1973 SEDDON 6534 Duple Dominant 57 seater. Cream	£8,950	1963 FORD DUPLÉ Trooper 41 seater. Cream/Orange	£425
1973 AEC 505 Plaxton Panorama 45 seater. Maroon/Cream	£9,750		

TRADE DESCRIPTION ACT: We have inserted the year of registration against the coaches we offer. This does not necessarily mean the model or year of manufacture

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Name	Location	Telephone
Arlington	Potters Bar, Herts	0707 52229
Arlington	Bristol	0272 772671
Arlington	Sudbury, Suffolk	0787 72301
<i>Ld, Bd, Du, Px, VH.</i>		
Burrells	Ipswich	0473 214121
<i>Bd, Du, Px.</i>		
Cotter's Coach Sales & Services	Glasgow	041-554 2762
<i>Vo, Px, VH</i>		
Erringtons	Oadby, Leicester	0533 730421
<i>Bd, Da, Du Px.</i>		
Don Everall	Wolverhampton	0902 51515
<i>Fd, Du, Px, VH.</i>		
Vincent Greenhous	Hereford	0432 67441
<i>Bd, Px.</i>		
S. Hughes (Commercial)	Gomersal, W. Yorks.	0274 681144
<i>Fd, Vo, Du, Px.</i>		
Kingsforth	Thurcroft, S. Yorks.	070 984 6886
<i>Fd, Vo, Du, Px.</i>		
Kirkby Central	Anston, Sheffield	090 978 4311
Kirkby Central	Bristol	0272 714171
Kirkby Hogarth	Glasgow	041 810 3166
<i>Ld, Bd, Du, Px.</i>		
Moseley (Loughborough)	Loughborough, Leics.	0509 213232
Moseley (Scotland)	Coatbridge, Lanarks	0236 22445
Moseley (Durham)	Durham	0385 67241
Moseley (Leeds)	Bradford	0274 681811
Moseley (Gloucester)	Cinderford, Glos.	0594 23081
Moseley (Bordon)	Bordon, Hants.	04203 2961
Moseley (Kilkenny)	Kilkenny, Eire	056 22080
<i>Bd, Fd, Vo, Da, My, Px, Du, VH.</i>		
Shaw & Kilburn	Hemel Hempstead, Herts.	0442 51212
<i>Bd, Du, Px.</i>		
SMT	Glasgow	041 204 2828
<i>Bd, Du, Px.</i>		
Tricentrol PSV	Markyate, Beds.	0582 605321
Tricentrol Trucks	Leeds	0532 863261
<i>Fd, Du, Px.</i>		
Williams Motor Co.	Manchester	061-224 3244
<i>(Minibuses, Minicoaches).</i>		
W. S. Yeates	Loughborough, Leics.	0509 217777
W. S. Yeates	Salisbury	0722 710666
W. S. Yeates	Edinburgh	031-339 3887
W. S. Yeates	Leicester	0533 737831
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Note: Listing of all of a dealer's locations does not necessarily imply that all the franchises cover all locations.

Used vehicles

Ken Askin	Barnsley	0226 6194
Carlton Commercial	Worksop	0909 730249
Ensign Bus	Grays, Essex	0375 78671
Hartwood Exports (Machinery)	Barnsley	0226 742784
Home Counties Coach Sales	Beaconsfield	0494 671861
Jack Hughes	Cleckheaton	0274 876105
Lancashire Motor Traders	Blackpool	0253 720330
Martins Bus & Coach	Middlewich, Cheshire	060 684 3476
N.D.Y. Coach Sales	Durham	0385 771802
W. Norths (PV)	Leeds	0977 682415
Paul Sykes Organisation	Barnsley, Yorks.	0226 89311
Viscount Central	Burnley	0282 72133

Bus and coach registrations

THE following are the numbers of buses and coaches registered in the UK in December with the comparative figure for December 1979 in brackets:

Leyland: 200 (262)
 Bedford: 19 (19)
 Ford: 3 (9)
 Dennis: 1 (3)
 Seddon: 20 (14)
 Volvo: 6 (6)
 DAF: 3 (1)
 MAN: 1 (-)
 Others: 31 (31)
 TOTAL: 284 (345)
 (Source: SMMT)

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- * Assistance with **PSV International** £12 + VAT.
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1973 LEYLAND PSU3B/4R Telma	Plaxton 53-seater, autumn trim, armrests, Kysor blinds, automatic lubrication, re-certified to 1985 from	£10,500
1973 LEYLAND PSU3B/4R Telma	Plaxton 49/53 seats, armrests, power doors, Autolube, Kysor blinds, C of F June 1985	£10,250
1974 LEYLAND PSU3B/4R Telma	Plaxton 53-seats, armrests, power doors, Autolube	£12,250
1970, 1972 MERCEDES 0302	Re-certified, re-trimmed	£4,250 to £7,500
1976 BEDFORD YMT	Duple 49/53-seater, armrests, exhaust brakes, Holdsworth 699 moquette, p.a.	£9,000
1977 BEDFORD YMT	Duple Dominant II, 49/53 seats, armrests, exhaust brakes, public address, Autolube	£12,000
1978 BEDFORD YMT	Duple Dominant II, 49/53 seats, armrests, exhaust brakes, public address, Autolube	£17,750
1974 (Nov.) FORD R1114	Plaxton, 53 seats	£7,750
1975 FORD R1014	Plaxton, 45 seats, air door	£6,950
1975 (Aug.) FORD R1114	Duple Dominant, 53 seats, grant-type doors	£8,750

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1968/9 LEYLAND LEOPARDS, fitted 45/48/49, Duple, Commander bodies, semi auto gearboxes, CoF 81/82.

1968 AEC RELIANCES, fitted Willowbrook 49 seats, service coach bodies, 6 speed gearboxes, COF 80/81.

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1978 FORD R1014 Duple Dominant, 45 seater coach white exterior, autumn moquette, radio and pa. **£20,000.**

1978 FORD R1114 Plaxton Supreme, 53 seater coach, maroon and white exterior red/orange moquette, pa. **£23,000.**

1978 FORD R1114 Duple Dominant II 53 seater coach, green/cream exterior, bronze moquette. **£23,000.**

1977 FORD R1114 Plaxton Supreme 53 seater coach, maroon /white exterior, red/orange moquette radio and pa. **£20,000.**

1977 FORD R1014 Duple Dominant, 45 seater coach, grey/maroon exterior, red/orange moquette, pa. **£17,000.**

1977 FORD R1114 Van Hool 49 seater coach, turquoise/white exterior, blue moquette, power door. **£18,500.**

1977 FORD R1114 Duple Dominant 53 seater coach red/cream exterior, brown moquette radio and pa, 6-speed gearbox. **£20,000.**

1976 FORD R1114 Plaxton Elite 53 seater coach black, cream exterior, red orange moquette. **£17,000.**

1976 (Sept) FORD R1114 Duple Dominant 53 seater coach, blue/white exterior, red/orange moquette. **£18,000.**

1976 FORD R1014 Plaxton Elite 45 seater coach cream/blue exterior, red/orange moquette. **£14,000.**

1975 FORD R1114 Duple Dominant 53 seater coach blue/white exterior, red/orange moquette radio and pa. **£14,500.**

1975 FORD R1114 Plaxton Elite 53 seater coach, black/cream exterior, bronze moquette. **£14,500.**

1974 FORD R1114 Duple Dominant 53 seater, white exterior, red moquette radio/pa, power door. **£12,000.**

1973 FORD R1114 Duple Dominant 53 seater coach, black and white exterior, yellow moquette, power door. **£9,500.**

1972 FORD R1114 Plaxton Elite 53 seater coach, yellow and grey exterior, yellow moquette, radio/pa, Telma. **£7,000.**

1972 FORD R1114 Duple Viceroy 53 seater coach white exterior, orange/red moquette, power door. **£7,000.**

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TRADE DESCRIPTIONS ACT: the date advertised denotes the year of first registration not necessarily the model or the year manufactured.

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